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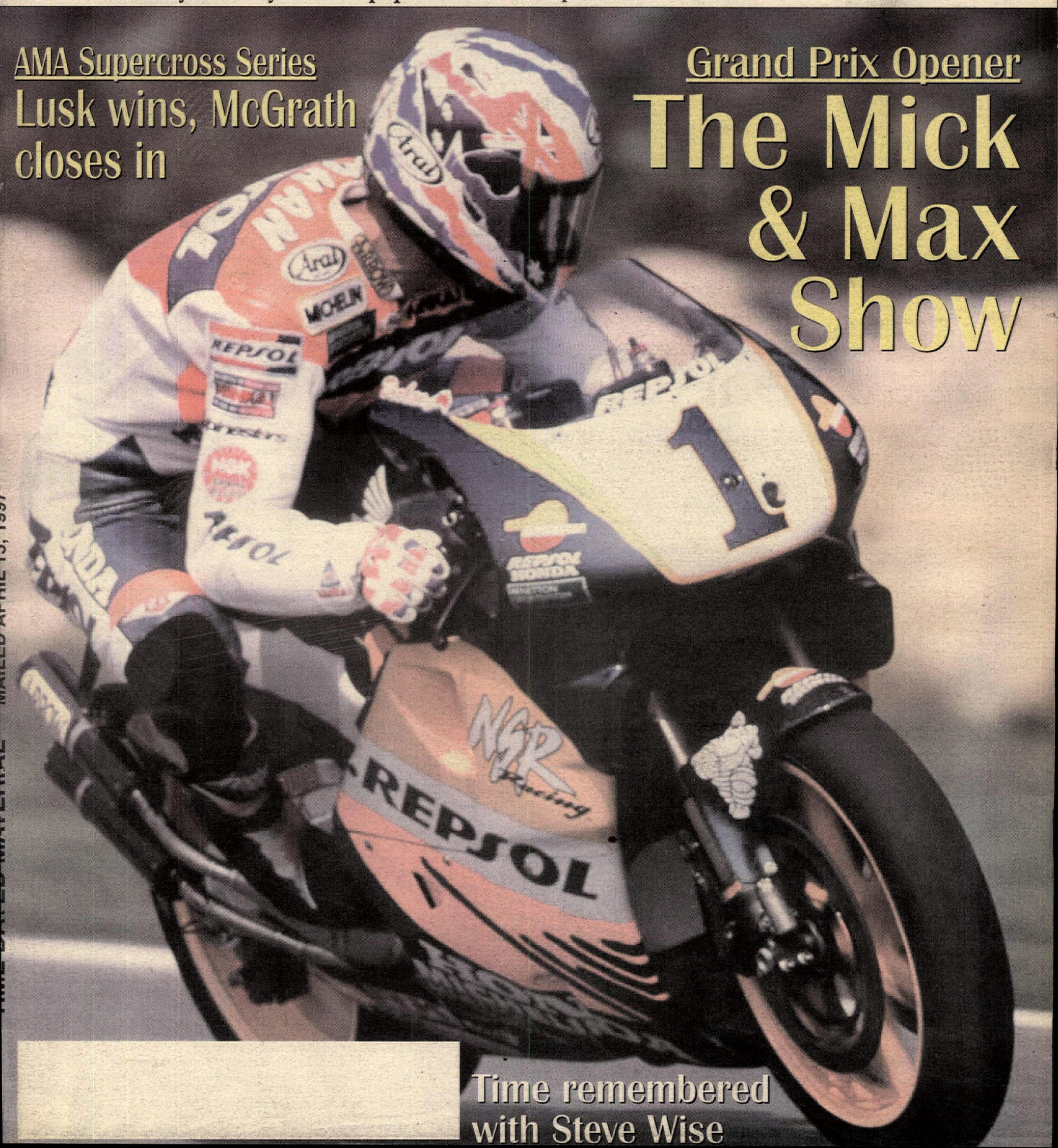

AMA Supercross Series

Lusk wins, McGrath closes in

Grand Prix Opener

The Mick & Max Show

Time remembered with Steve Wise

TIME DATED MATERIAL MAILED APRIL 15, 1997

The trio of **Peter Goddard**, **Doug Polen** and **Eric Gomez** (Suz) won the opening round of the World Endurance Road Race series in Le Mans, France, April 12-13. **Chirster Linholm**, **Jean-Marc Delatang** and **Jean-Philippe Ruggia** (Yam) teamed up to finish second while **Jean-Louis Battastini** and **Eric Mahe** (Yam) were third.

Belgian **Marnicq Bervoets** (Suz) narrowly landed the overall win at round three of the 250cc World Motocross Championship, held in Valkenswaard, Holland, April 13. Bervoets' 4-1 result was just enough for him to edge second-place-tie-breaker winner **Tallon Vohland** (Yam), who scored second overall with 3-2 moto scores to defeat reigning 250cc World Champion **Stefan Everts** (Hon) in third, with 2-3 scores.

Frenchman **Frederic Vialle** (Yam) took his first MX GP victory as he rode to the overall win at Pernes-les-Fontaines, France, April 13, site of round two of the 125cc World Motocross Championship. Vialle finished the day with 4-1 moto scores, defeating series points leader **Chicco Chiodi** (Yam), with 1-4 moto finishes, on the second-moto tie breaker. Italian **Claudio Federici** (Hus) finished third with a 2-5 score.

Doug Lampkin (Bet) pulled out a double win at the second round of the World Trials Championship to open up a championship lead of 13 points - 75-62 - over second-in-points **Marc Colomer** (Mon), who finished the April 12-13 event in Warken, Luxembourg, with mixed results as he scored second on day one but slipped to fifth on day two. **Kenichi Kuroyama** (Bet) kept up his pattern of a slow first day - he finished seventh - followed by a strong day-two result, as he rebounded to finish second behind Lampkin on Sunday and maintain his third in the championship.

Randy Hawkins (Yam) won round four of the AMA National Hare Scrambles Series held in Good Springs, Pennsylvania, on April 13. **Paul Edmondson** (Suz) finished second while his teammates **Rodney Smith** and **Steve Hatch** took third and fourth, respectively. **Chris Smith** (TM) closed out the top five overall.

Ty Davis (Kaw) won his third consecutive AMA National Hare and Hound when he won round three of the series in Jericho, Utah, on April 12. **Nick Pearson** (KTM) finished second, followed by **Donnie Book** (Kaw), **Destry Abbott** (KTM) and **Brian Brown** (Kaw).

Lance Smail (KTM) won both motos to capture the overall in the opening round of the AMA/Maxima Western National Four-Stroke Motocross Series, held at the Verde Valley Motorplex in Cottonwood, Arizona, on April 13. Smail topped **Mike Young** (Hbg) and **Shaun Kalos** (Hbg) in both motos of the series opener. **Ty Davis** (Kaw) ended up fourth overall via his 5-5 moto tally.

Ray Peters (G-G) won the opening round of the AMA/NATC National Trials Series in Amarillo, Texas, on Saturday, April 12, day one of the two-day, two-round event. Peters defeated **Lonnie Hallsted** (Bet) and **Oliver Clamagirand**, who just edged **Jess Kempkes** on a tie breaker for third. Round two of the series, held Sunday, was won by **Geoff Aaron** (Bet). **Mark Manniko** (G-G) was second, followed by **Jess Kempkes** (G-G).

Troy Bayliss (Suz) continued his winning ways by capturing the second round of the Australian Superbike Championship at Phillip Island on April 13. Bayliss won both races, giving him five wins in six outings in the '97 title chase. **Steve Martin** (Suz) finished second in the first leg ahead of **Mark Willis** (Suz) and **Martin Craggill** (Kaw). In the second race, **Craig Connell** (Duc) ended up second with Willis third. After two of six rounds, Bayliss leads the title chase over Damon Buckmaster, 85-66.

John Myers (Suz) topped **Matt Hines** (Suz) in the finals of the NHRA Pro Stock class in the Fram Nationals, held in Atlanta, Georgia, on April 13. Myers leads Hines, 309-270, with 11 races remaining in the series.

Cycle News European Editor **Alan Cathcart** (Duc) came out on top of a heated four-way battle for the win at the opening round of the British Supermono Series, held at the Lydden circuit in Kent, England, on April 12. Future Perfect Racing Team's Cathcart just defeated reigning British champion **Dave Walker** (Yam), who was followed closely by **Ben Richardson** (Yam) and **Stuart Shaw** (Suz).

Team Suzuki Endurance (Suz) won the opening round of the WERA National Endurance Series, held at Talladega Gran Prix Raceway in Talladega, Alabama, on April 12. Team Suzuki Endurance completed 219 laps of the 1.3-mile race track to top **TKO Racing** (Suz) by four laps. Third place went to **Team Fast Forward** (Suz).

Doug Blackwell (Yam) won the AMA Mid-South Winter Hare Scrambles Championship Series by taking the overall win in the final round of the series in Reelfoot, Tennessee, on April 13. **Scott Plessinger** finished second with **Scott McLaughlin** (Yam), **Tony Hendon** (Suz) and **Scott Martin** (Kaw) rounding out the top five.

Josh McLevy (Hon) was the big winner at the opening round of the North Eastern Trail Riders Association Hare Scrambles Series in Modena, New York, on April 13. **Todd Levesque** (Hon) took second and **Tom Norton** (KTM) finished third.

NASB/F-USA has announced the **cancellation** of its championship event scheduled for June 1 at Mosport Park in Bowmanville, Ontario, Canada. NASB officials have cited growing concerns about track ownership and management as the reason for the change. "This was a tough call to make," said F-USA president Doug Gonda. "I have no doubt this would have been the largest motorcycle race in Canada in many years. But the track has been dealing with financial problems that are still not resolved. We can't ask our riders and teams to make plans and travel across an international border when the track might not be capable of providing the services and access we need to put on a quality event. We will be looking at going back there in the future - when Mosport settles its affairs. It's a classic North American road course and the fans in Canada deserve a major motorcycle road race." Last month, Mosport Park officials announced the cancellation of the SCCA Trans-Am race that was scheduled for the Canadian track on May 18. The next round of the NASB/F-USA Series is scheduled for Road Atlanta in Braselton, Georgia, on June 20-22.

Yanagawa leads the way

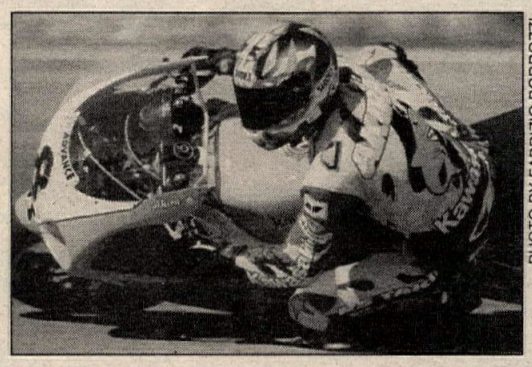

PHOTO BY FABRIZIO PORROZZI

Lap records tumbled in the World Superbike test session at the Autodromo Santamonica circuit in Misano, Italy, held April 8-9, and surprisingly it was Kawasaki's Akira Yanagawa who came away from the test as the fastest of the superbike men.

The Japanese rider lapped at 1:33.885, under the race record and very close to the qualifying mark set a year ago by John Kocinski on the factory Ducati - a 1:33.750, in what was his first ride at Misano and his first visit to Europe. To further illustrate that Kawasaki is in fact a threat in World Superbike racing again, Yanagawa's teammate Simon Crafar came away from the test with the second-quickest time at 1:34.485. The World Superbike season resumes with the second round of the series scheduled for Misano on April 20.

"We are very satisfied with our work," Kawasaki team manager Harald Eckl said. "The 1997 engine parts are very competitive and our riders are very aggressive. We are confident to do a great result next Sunday."

The two Kawasaki pilots knocked Ducati Corse's Carl Fogarty from the top spot. The Brit was quickest on the first day of the two-day test and his 1:34.517 remained good enough for the third-quickest time.

"I remember that our 1995 Ducati was very easy to ride," Fogarty said. "But the new Ducati has an injection system that's 60mm in diameter and now we have more power in the low- and medium-rpm range - now the ride is very heavy and we need an accurate suspension setup to save the rear tire until the end of the race. That's our problem at the moment."

Things continued to go well for the Yamaha factory team with Colin Edwards II lapping at 1:34.584 for the fourth-quickest time while his teammate Scott Russell ended up seventh at 1:34.859. Edwards crashed on the second day but escaped without injury.

"We were testing tires at the time, doing some quite long runs, and we found our times were consistent," Edwards said. "We didn't go looking for a fast time because that'll come - we were looking for a good race setup."

Pier-Francesco Chili was fifth-fastest at the test, lapping at 1:34.650 on his Ducati.

"I have the same suspension problems as Fogarty," Chili said. "But I'm very confident to have found the right way before the races."

The Castrol Honda team ended up sixth- and 10th-fastest, with Aaron Slight leading his teammate and World Championship points leader John Kocinski.

"Misano is very hard for our bike, but I've never lapped so fast here and I'm a little bit confident," Slight said. "We tested many setups but we're close to the Kawasakis, Ducatis and Yamahas."

Suzuki's Jamie Whitham and Mike Hale ended up 11th and 12th, respectively. Seventeen riders tested over the two days.

Paolo Gozzi

The Speedway Racing U.S. National Qualifying Series will return for 1997, with four races set to decide an overall winner. Last seen in 1993, the qualifying series will pit the top Northern California Speedway riders against the best from Southern California. The series will kick off on May 17 in Costa Mesa, California, before making stops at Paso Robles, California, on May 30; Auburn, California, on June 6; and the finale in Dixon, California, on July 26. In addition to the U.S. National Qualifying Series, Costa Mesa will host the North American Qualifier for the FIM on June 14 and the U.S. National Championship on August 29. Each of the National Qualifying races will pay a $4000 purse with the top three from the qualifiers invited to race in the North American Qualifier on June 14.

Sears Point Raceway in Sonoma, California, had a groundbreaking ceremony on April 8 that included the demolition of the old media center. Among the several improvements scheduled to be completed by June of 1998 are: a widened driveway at the main entrance; new Russell Racing school and administrative offices will be built; an expanded paddock area; a larger hospitality area between the paddock and turn two; permanent grandstands added to turns two, four, seven, eight and nine with permanent restrooms; a new pedestrian tunnel will replace the old bridge; and a pedestrian overpass built over Highway 121 from the 50-acre parking lot to the Gate 3 entrance. These changes will be made, according to Sears Point, in addition to major improvements to both the quarter-mile drag strip and the 2.52-mile road course. "We want this facility to accomodate all forms of racing," said track president Steve Page. "By adding run-off space as well as sand and gravel traps, this facility should become a very attractive venue to all major racing series. The new concrete launching pad, coupled with our ideal barometric pressure, will create an ideal combination of setting world records on the drag strip." Sears Point was recently purchased by Speedway Motorsports, the owner of Atlanta, Bristol, Charlotte and Texas Motor Speedways.

Former 500cc World Champion **Barry Sheene** has blasted Lucky Strike Suzuki's Anthony Gobert, according to *Cycle News* correspondent Darryl Flack, accusing the Grand Prix rookie of not "trying hard enough." In an attack while commentating for the Australian Ten Network from the Shah Alam circuit in Malaysia, Sheene was paying tribute to Michael Doohan after he started to pull away from Nobuatsu Aoki in the season-opening 500cc GP when he questioned Gobert's decision not to ride in the first GP of the season for fear of re-injuring his broken collarbone. "He's right where he deserves to be," Sheene said of Doohan. "You can see he puts a lot of work into it. I have to say, having been here for the weekend, that Gobert deserves everything he is getting, which

is nothing because he's not trying hard enough."

Gobert, though, has the support of former World Champion **Wayne Gardner**. "I think ability-wise of riding the bike, the guy is extremely talented," Gardner said recently on the Australian Television Network. "It's oozing out of his pores. I think he has a bright future. I think he's got a real big learning curve right in front of him. I think riding superbikes is one issue and a 500 is another. The way I see the comparison is like riding a lounge chair - it's a whole lot easier whereas a 500 is difficult."

Defending 250cc World Motocross Champion **Stefan Everts** has confirmed through *Cycle News* contributor Eric Johnson that he will definitely ride the Unadilla, New York, AMA National Motocross on July 20. Everts will ride the FIM 250cc Grand Prix rounds in Brazil and Venezuela on July 6 and 13, respectively, then fly immediately to the United States to compete in Unadilla Valley. Everts also confirmed that his new HRC-backed race team is coming along very nicely and that he is pleased with the new CR250. Moreover, the Belgian also confirmed that the Phillip Morris Tobacco Company has assured him of support in the very near future - likely a multiyear deal - and that the company is in the final stages of deciding which of its brands will be promoted through Everts' racing efforts. While no concrete facts have surfaced, rumors still persist that Everts is a candidate for American Honda's factory motocross team for 1998. However, the one well-documented detriment to Everts' cause is his lack of supercross experience and skills. Only time will tell.

The 27th **El Trial de Espana**, the longest running observed trials event in North America, is scheduled to take place April 19-20 in the McCain Valley Recreation Area, 60 miles east of San Diego, California. In addition to being one of the premier trials events in the United States, the ETdE also acts as a major fund-raising event for the American Trial des Nations team, providing money for travel and other expenses associated with sending a U.S. team to the world-class event through raffles (both a donated Gas Gas and Montesa will be raffled) as well as through the sale of trials T-shirts and sweatshirts. For more information, contact the American Trials Association at 714/562-7742.

The **U.S. Women's Motocross League** has announced the schedule for the 1997 AMA/U.S. Women's Motocross League Outdoor Championship Series. Events will be held in conjunction with selected rounds of the AMA MX Nationals on the following dates: May 10-11 - San Bernardino, California; July 19-20 - Unadilla, New York; August 16-17 - Washougal, Washington. Events will feature pro payback and contingency money. For more information, on the West Coast contact Debbie Matthews at 714/837-3374; on the East Coast contact Star Hughes at 410/760-9528.

A Harley-Davidson VR1000 and a replica of **Chris Carr** are now being featured in the World of Speed exhibit at Daytona USA, Daytona International Speedway's museum. Carr donated a set of leathers for his mannequin and Harley donated the VR1000 for the museum.

According to **Eddie Mulder**, The Garage Company, the promoter of the Corsa MotoClassica at Willow Springs Raceway in Rosamond, California, inadvertently sent out flyers advertising an Eddie Mulder TT and flat track scheduled for April 26-27. Mulder says there were never any plans to run those races and he apologizes for any inconvenience this may have caused.

Road racer **Erik Schnackenberg** recently suffered a broken tibia while training on a motocross bike in Salinas, California. Schnackenberg is hoping to be fit for the Road America round of the AMA National Championship on June 8. "I started out riding 100s with Ricky (Graham - Schnackenberg's roommate) and moved up to a 500 motocrosser. I was a bit over my head on the third day and I looped out off a table top jump. They said I'll be out six months, but I'm planning on going to Road America." Schnackenberg finished 34th in the 600cc Supersport final at Daytona in March.

The FIM has announced that the July 6 round of the **World Championship 500cc Motocross Series**, originally scheduled for Farleigh Castle, has been moved and will take place at Hawkstone Park, pending track homologation.

Those wishing to join multi-time AMA Supercross Champion **Jeremy McGrath** in a chat room on American Online can send their e-mail addresses to CMC Racing's Sondra Peters at SPCMCMX@aol.com and will be placed on a first-come, first-served list. McGrath answers questions with fans at least once a month, according to Peters, and only 24 people are allowed in the chat room.

A race and auction to benefit injured racer **James Carmen** will be held at Motorcycle Raceway in Oklahoma City, Oklahoma on April 19. Carmen recently suffered a spinal-cord injury, and the money raised will go to help pay his medical expenses.

Former AMA Grand National Champion **Chris Carr** announced that his MC Promotions firm has picked up sponsorship from both Burger King and Applebee's for the upcoming Spring Classic Short Track at Lodi Cycle Bowl. "Basically it's through the local restaurants," Carr said. "We were in negotiation with them before the original announcement was made, but we're proud to say that they have agreed to come aboard and help us out as well as promote their products." Carr also announced that the Loral Lake Racing Grand National Championship team has posted $1000 for the pro dash for cash. The race is scheduled for April 26-27. For more information, call 209/369-2471.

CORRECTION: The price listed for the Kendon Industries Stand-up Big Bike Transport in the New Products section of CN Issue #13 was incorrect. The correct suggested retail price is $1449.

OPENED: The AMA's home page on the World Wide Web. The site can be found at the following address: http://www.ama-cycle.org.

BORN: Samuel Thayer Capt, to off-road racer Jeff Capt of American Honda and his wife Rhonda, in Long Beach, California, on March 19.

OPENED: The Motorcycle Roadracing Association of Colorado's home page on the World Wide Web. The site can be found at the following address: http://www.mra-racing.org.

MOVED: Gaerne North America, to 8721 Glen Rose Hwy., Granbury, TX 76048, 817/579-1414, 817/573-3378 (fax).

AUTOGRAPH SIGNING: At Grapevine Kawasaki in Grapevine, Texas, on April 25 from 7 to 8 p.m. Team Kawasaki's Jeff Emig, Damon Huffman and Ryan Hughes are scheduled to appear. For more information, call 817/481-2500.

AUTOGRAPH SIGNING: At Central Yamaha in Plano, Texas, on April 25 from 6:30 to 7:30 p.m. Team Yamaha's Ezra Lusk and Kevin Windham, along with Team Chaparral, are scheduled to appear. For more information, call 972/423-4089.

SIGNED: Rock Oil, as a sponsor of Yamaha U.K.'s motocross team. The team is made up of Rob Herring and Nathan Sheppard with the pair contesting the 250cc World Championship MX Series. Rock Oil also backs 500cc GP rider Kurt Nicoll.

AUTOGRAPH SIGNING: At John Burr Cycles in Fontana, California, on April 25 from 5 to 7 p.m. Team IMS's Brian Manley and Mike Healey, along with White Brothers' Spud Walters, are scheduled to appear. For more information, call 909/653-7720.

DONATED: 300 helmets to the National Motorcycle Safety Fund, by Shoei Helmets, to be used in Motorcycle Safety Foundation (MSF) rider training courses.

AUTOGRAPH SIGNING: At Honda Suzuki North in Dallas, Texas, on April 25 from 6 to 7 p.m. Members of Team Suzuki's supercross team are scheduled to appear. For more information, call 972/241-4623.

NAMED: U.S. Tsubaki, as General Motors "Supplier of the Year" for the second year in a row. General Motors issues such achievements to 100 of its 30,000 suppliers.

OPENED: Innovation Sports' home page on the World Wide Web. The site can be found at the following address: http://www.isports.com.

BORN: Cameron James Ward, to CryoLabs co-owner David Ward and his wife Claudia on April 3 in Orange County, California.

HIRED: John Bui, as chief financial officer of White Brothers. Bui was formerly CFO of Centon Electronics.

HIRED: Dana Corey, as director of marketing for White Brothers. For more information, call 714/692-3404.

SELECTED: Don Amador, to chair the California Off-Highway Motor Vehicle Recreation Commision, by Governor Pete Wilson. CN

LaRocco quits Suzuki

The absence of Team Suzuki's Mike LaRocco (right) was the talk of the pits at the Pontiac Supercross in Michigan on April 13. According to Suzuki team manager Roger DeCoster, LaRocco has asked to be released from his contract with Suzuki.

"I got a phone call from Mike at 11 o'clock Thursday night, and he told me he wants to be released from the team," DeCoster said.

It's been widely known among insiders that LaRocco hasn't been happy at Suzuki for quite some time, mostly because of in-house feuding between DeCoster and LaRocco's mechanic/father Mike LaRocco Sr. - with LaRocco Jr. and the rest of the team caught in the middle. The problems started to surface last year and reportedly only got worse when Jeremy McGrath joined Suzuki at the start of the '97 season.

The phone call from LaRocco to DeCoster on Thursday also comes on the heels of some controversy involving both LaRoccos. At the Houston Supercross four weeks ago, LaRocco's Suzuki seized during the main event. Two weeks ago, at the Orlando Supercross, there was talk in the Suzuki pits that LaRocco tried perhaps a little too hard to keep McGrath from passing him in the main event, an issue that Suzuki management didn't take lightly given McGrath's close points battle with Kawasaki's Jeff Emig. But DeCoster said that LaRocco gave no particular reason for his wanting to quit during their phone conversation.

Sources close to the team have indicated that management at Suzuki feels the LaRoccos haven't been "team players" and Suzuki management supposedly told the LaRoccos that if they weren't happy and wanted out of their contracts that Suzuki would not stand in their way. Shortly thereafter, DeCoster received the phone call.

So what will Suzuki do?

"We'll probably release him from his contract," DeCoster said. "I don't want to keep somebody who doesn't want to be on the team. But I don't see us releasing him without some kind of penalty, because I don't want our other riders to think that if they have some little problem that they can just leave. In other sports, in this type of situation, the other team will buy out that person's contract, but I really don't know what's going to happen until Monday (April 14). These things we can't do over the phone. It has to be done on paper and it will be up to my bosses. I think Mike feels that he hasn't been getting the same treatment as the other riders, but he has. His bike is more tailor-made than the other bikes."

If Suzuki releases LaRocco, it is likely that he will move to Team Honda, a team in dire need of a quality 250cc rider. Sources have indicated, however, that if LaRocco switches it will be without his longtime tuner and father, Mike LaRocco Sr.

"He (LaRocco Jr.) says he's been talking with Honda," DeCoster confirmed.

Apparently, LaRocco approached Honda's Jeff Stanton and spoke with him about his wanting to leave Suzuki and perhaps joining Honda. But Honda is tight-lipped on the subject.

"I haven't spoken to him (LaRocco) and we won't until he's totally out of his contract with Suzuki," Honda team manager Wess McCoy said.

If LaRocco does have plans of moving to Honda, he'll not only have to cut his ties with Suzuki but also with his longtime clothing sponsor Malcolm Smith - since Team Honda has a contract with Fox. But reports indicate that the deal will still go through. Sources who say the deal is indeed already done question only the timing of the move. Apparently, it's no longer a question of whether or not Suzuki is going to let LaRocco go, but only one of when. Suzuki may in fact force LaRocco to wait until the end of the supercross series before they release him from his contract.

LaRocco was unavailable for comment.

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VOICES
LETTERS TO THE EDITOR

Good TV

I would like to thank David Bailey for the awesome job he is doing on the ESPN2 supercross shows. He tells people how it really is in motocross and he's got a style that I haven't seen in a while. He makes us riders feel good when he actually describes what a rider is feeling just before the drop of a gate, getting passed, stuffed, knocked down, etc. He really talks about it in detail and that's cool.

Arthur Perez
Arlington, TX

Good article

I would like to thank you for your recent article about Marty Smith (Issue #10, March 12). The article was very informative and really helped to highlight the daunting task he attempted. I would have liked to see a little more information on where and who Marty is today. I feel in a sport as young as motocross racing it is important to focus on the career and "afterlife" of its superstars. I know this is a problem with Marty because he is so modest about his accomplishments.

Marty is my son's coach and as a result we have spent some time together, but it never ceases to amaze me at the things I learn about him and his career from articles like yours. Marty, Nancy (his wife) and his family are great people. In today's world of sports stars, he is truly a great role model for the kids he teaches. His work and training ethics are applaudable, as is his ability to motivate kids. Our goal is to be at Loretta Lynn's this August and it won't be possible without Marty helping my sons. I know they will be there because of his coaching and motivation. I am proud to call Marty Smith my friend.

Frank Pasquale
Towaco, NJ

Good commercial

I work in a strange world. Every day between the hours of about 7:30 a.m. and 7:30 p.m., I hold down a job in an advertising agency. Advertising is a bit of a glamour business and a number of people who I work with are very concerned about wearing the hippest clothes, seeing the latest "art" movie (and telling the world about it), reading Vanity Fair, attending golf and tennis tournaments, driving a car with an esteemed emblem and being seen in all the right places.

While I consider myself to be a very loyal and ardent supporter of the sport of motocross, not many people I work with are aware of it. That's probably due to the fact that I've become somewhat secretive about it. Whenever any of my comrades do become aware of my interest in the sport, I'm usually confronted with the requisite question: "Oh, do you also go to tractor pulls and monster truck shows?" From this type of inquiry, it's pretty apparent that they - and a significant number of Americans - are not aware of the sport and the mind-boggling amount of talent, desire and determination it takes to succeed in it.

To that end, a few nights ago while watching ESPN, I was able to see No Fear's new TV spot featuring Jeremy McGrath. While I have no idea of who had a hand in creating it, the way McGrath - and the image of the sport - were presented to mainstream America made me proud to be a part of it all. They really nailed it. Down deep, I certainly hope a few of my co-workers saw it as well. Perhaps if they did, they will realize why it means a lot to me.

Eric Johnson
Manhattan Beach, CA

Good cover

The April 9 cover was the *Cycle News* cover of the decade. Computer enhanced or whatever, Kinney Jones' photo of Ezra Lusk is awesome.

Bill Trevino
Phelan, CA

Some say it's better to be lucky than good. Kinney Jones is always good, but in this case he was lucky too. The cover shot of Lusk's holeshot was not computer enhanced. It was simply well thought out and - as Kinney admits - he got a little lucky that Lusk won the race and not one of the riders who were blurred... Editor.

Good cover II

I was so proud to be a motorcyclist when I received my April 9 issue of *Cycle News*. Prouder still to be a *Cycle News* subscriber. I truly feel, to the very core of my being, that Kinney Jones' cover photograph of Ezra Lusk launching from the gate at the Orlando Supercross, rivals some of Ansel Adams' best work. That single picture completely captured all of the excitement and accomplishment of that race as I experienced it.

I say this not necessarily because I am a big Lusk fan, but because I'm a big motorcycle fan. I feel very fortunate to have such high-quality motorcycle editorial, race result, and beautiful photography delivered to my front door every single week. I have taken notice of Kinney's work in the weeks past, but that shot of Lusk was the best I've seen in any motorcycle magazine - any magazine, period - in many years.

It has been said that a picture is worth a thousand words so Kinney be advised - you are in serious violation of exceeding the allotted number of words-per-photo statute. However, I would like it if you continued to have complete disregard for this and any other laws governing the 1000-words-per-photo quota other publications have been stifled by.

Scott C. Blake
Houston, TX

Letters to the editor should be sent to Voices, Cycle News, P.O. Box 498, Long Beach, CA 90806-0498, faxed to 562/427-6685 or e-mail, editor@cyclenews.com. Published letters do not necessarily reflect the position of Cycle News, Inc. Letters should not exceed 200 words and all letters are subject to editing. Anonymous letters will not be considered for publication. All letters should contain the writer's name, address and daytime phone number ... Editor.

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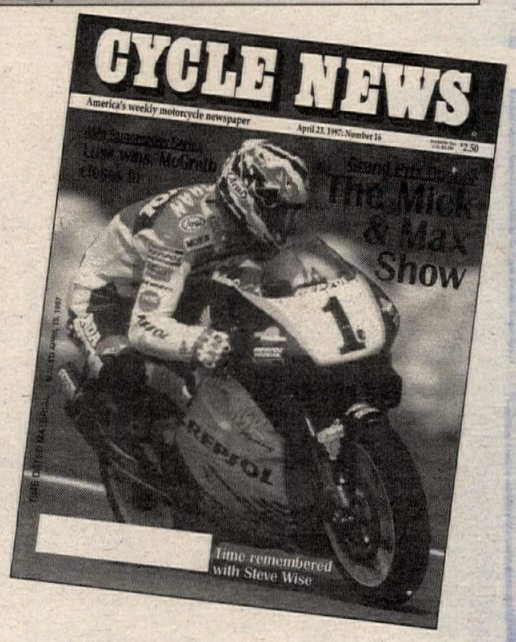

ON THE FRONT COVER

Repsol Honda's Michael Doohan races to victory in the 500cc class at the Malaysian Grand Prix. See page 6. Photo by Gold & Goose.

Now there are 19 more guys singing the blues in St. Louis.

McGrath and the RM250 perform a perfect duet for the win.

As over 44,000 fans looked on, Jeremy McGrath composed one amazing performance in round 11 of the AMA 250cc Supercross Series. He started the night on a high note by completely dominating his heat race from start to finish. But it was in the main event that he really started rockin' when he grabbed the holeshot and held on to the lead for a first place win, finishing a full five seconds ahead of the pack. All in all, it was a night full of victories for the Maestro of Supercross. And since McGrath has spent most of the season on the podium, you can expect plenty of encores.

11 of 11 races with the same ending: Suzuki on the podium.

Is it the bike? After all, the 1997 RM250 is an improved version of the '96 RM that was named "Bike of the Year" by *Motocross Action*. Well, there is one way to know for sure. Go down to your Suzuki dealer and get your own RM250. And when you do, you'll get free attendance to the Tony D. Motocross School and be eligible for the Suzuki Good Scholar Program. If you prove to be a prodigy, you could start collecting your share of over $3.6 million posted by the 1997 RM Contingency Program. Now that should be music to your ears.

RM250

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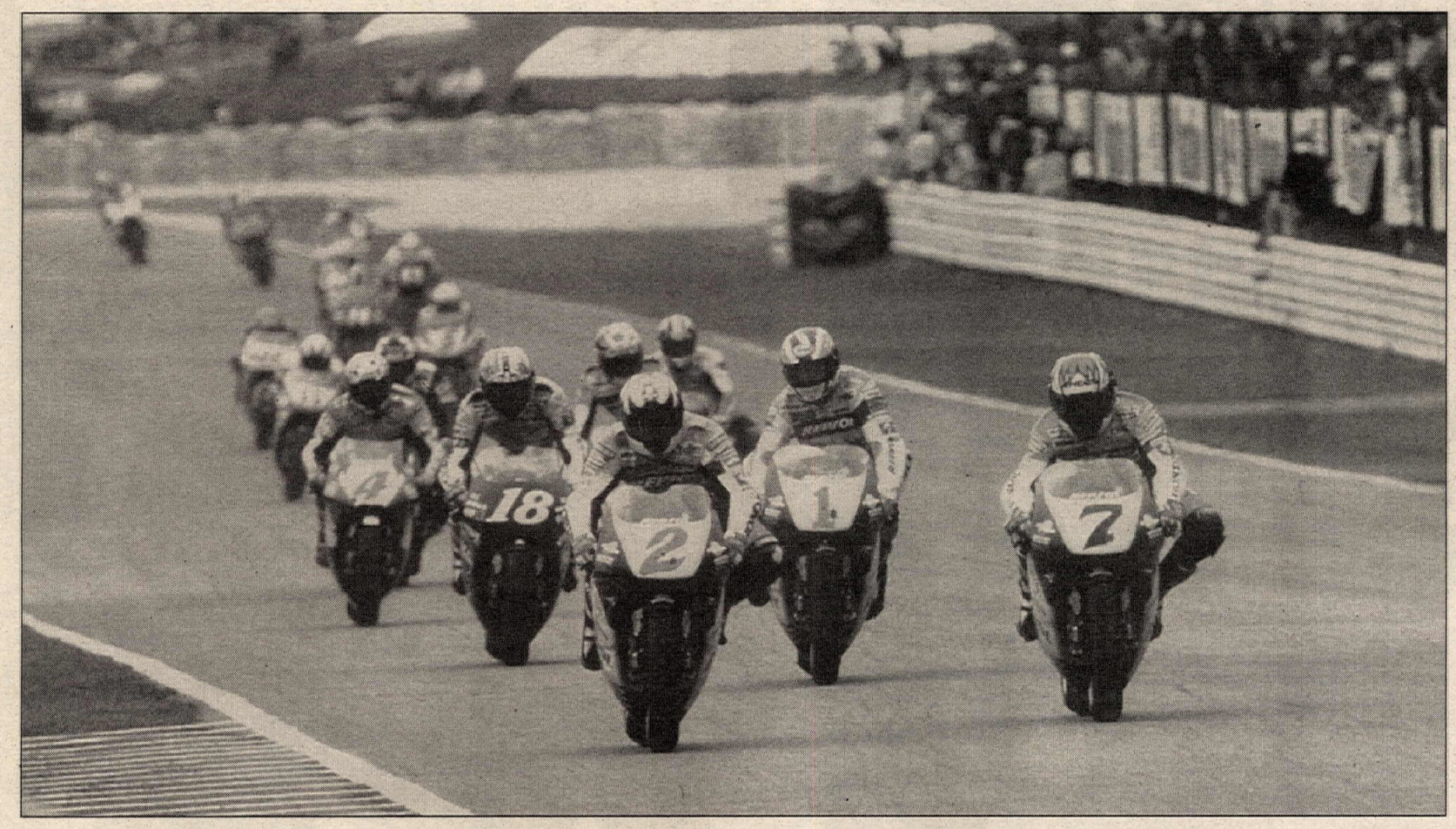


(Left) Tadayuki Okada (7) leads Alex Criville (2), Michael Doohan (1) and the rest of the 500cc pack in the season-opening Malaysian Grand Prix, held in Shah Alam. (Below) Luca Cadalora started slowly but persevered to finish fourth, the first non-Honda in the results.

Mick & Max Masterful

By Michael Scott
Photos by Gold & Goose

SHAH ALAM, MALAYSIA, APR. 13

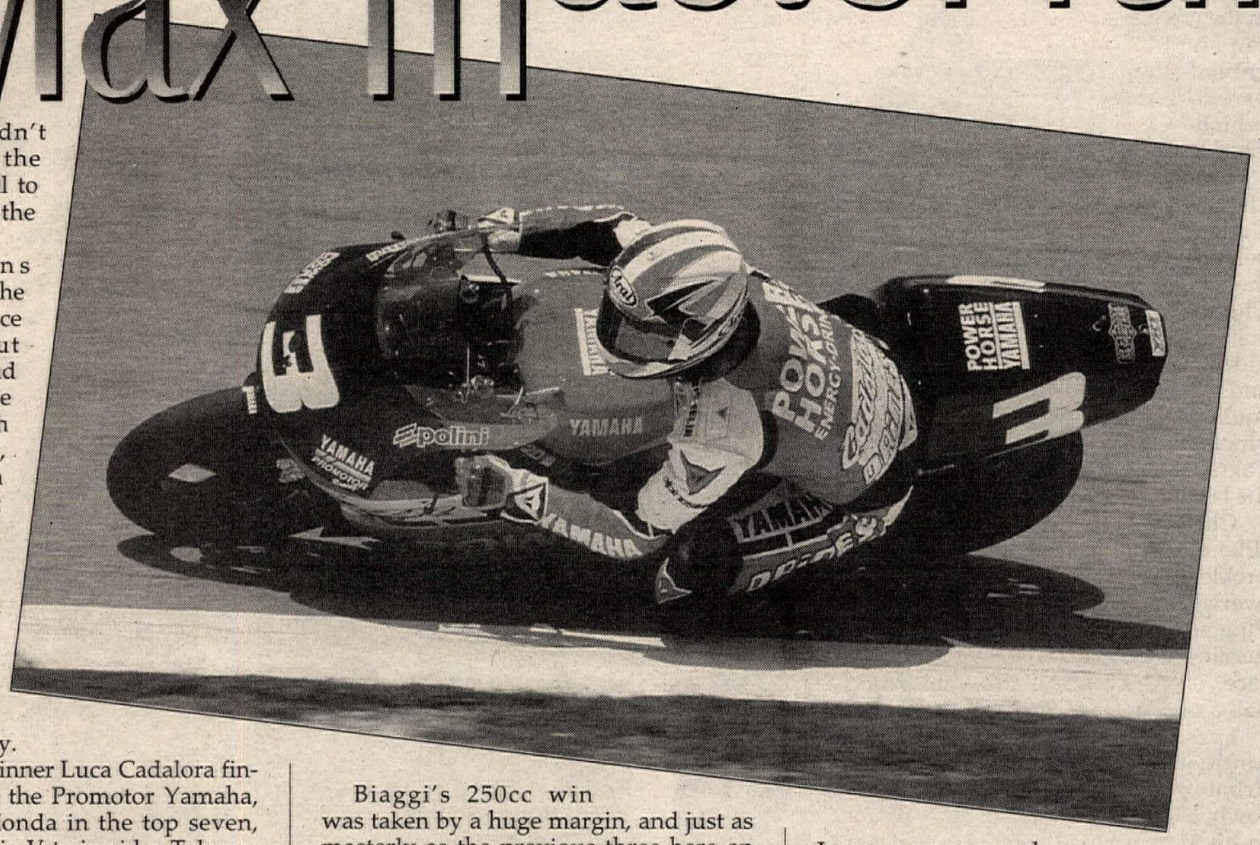
Big changes added up to no change at the season-opening Malaysian Grand Prix at Shah Alam today. In both 500 and 250cc classes, the defending champions claimed strong race wins. One used a different type of engine from everybody else, the other had a complete bike and team change. But for Mick Doohan and Max Biaggi, it was business as usual.

Doohan's win was the most interesting, for several reasons. The Repsol Honda rider was giving the new version of the old pre-Big Bang "Screamer" engine its racing debut. At a track notorious for ripping up tires, on an engine that theoretically should be harder on rubber than the Big Bang, he was extending his lead hand over fist in the closing laps, while teammate Alex Criville was doing the opposite. The Spanish Big Bang rider counted himself lucky to finish, with his tire starting to chunk, and certainly lucky to save second place from new 500cc rider Nobuatsu Aoki, making a scorching debut on the Rheos NSR, an ex-Doohan 1996 machine.

Most significantly, Doohan also broke the lap record, turning 1:24.840, compared with John Kocinski's 1:25.100. That was set in 1991 - the last time a factory Small Bang engine raced here. Has the whole Big Bang thing been a red herring?

"As the race wore on," Doohan said. "The tire problem I had last year was at the back of my mind. This time, the Michelins were flawless. The new engine was a big factor in the victory, because I didn't need to spin the rear wheel at all to get away from the other guys."

Conditions stayed dry for the 500s, the last race of the day, but both the 125 and 250cc races were threatened with poor weather, and started on a damp track. But the overcast skies kept temperatures down compared with practice, run in punishing heat and soaring humidity.



Last year's winner Luca Cadalora finished fourth on the Promotor Yamaha, the only non-Honda in the top seven, overtaking rookie V-twin rider Takuma Aoki on the final lap.

Neither of the new Modenas KR V3 machines finished, with Jean-Michel Bayle blowing up his Marlboro-backed Team Roberts bike on the third lap, and Kenny Roberts Jr. pulling out of a lowly position - out of the points - after a rear suspension failure wrecked his tire.

Daryl Beattie also retired early, with the Lucky Strike Suzuki team blaming ingestion of dirt or debris after a first-corner fracas. New teammate Anthony Gobert did not start, withdrawing with continuing problems with his oft-broken collarbone.

Biaggi's 250cc win was taken by a huge margin, and just as masterly as the previous three here on the Aprilia. This time he was on the Marlboro Kanemoto Honda.

"I changed my bike. I changed my team. I changed everything. But the same result," Biaggi exulted afterward, having lapped everybody from seventh place onward. The only thing he didn't break was his own lap record: With drizzle before the start and the threat of more rain, he was on cut slick tires.

Tetsuya Harada, in Biaggi's old place on the Aprilia, was a distant second, unable to make any impression with his choice of an intermediate front tire. Chesterfield Honda rider Olivier Jacque was an equally lonely third, with a similar tire choice. Ralf Waldmann, riding with an injured right hand, rode bravely through from 10th to fourth after an early off-track excursion, fending off reigning 125cc World Champion Haruchika Aoki's Honda in the Japanese rider's first 250cc race.

Italian teenager Valentino Rossi won the first and closest race of the day, fending off the similarly Aprilia-mounted former 125cc World Champion Kazuto Sakata after a racelong tussle. The lead changed hands twice in the last lap alone.

(Right) World Superbike Champion Troy Corser (11) made his Grand Prix debut at Shah Alam, finishing 13th on the Promotor Yamaha. Here he leads early leader Tadayuki Okada. (Below) Norifumi Abe (5) races with Alberto Puig late in the race.

500cc GRAND PRIX

Criville led the first lap, then pole qualifier Tadayuki Okada forged past to lead the second - but he was shaking his head violently as he passed his pit crew, and rapidly started to drop back. The drive shaft to his exhaust power-valve had broken, and his hopes of a dream V-four debut were broken with it.

The next to lead was Takuma Aoki's V-twin, the rookie riding like a man on a mission, forging through after finishing the first lap in sixth. He had Doohan tucked up behind, while his brother Nobuatsu had pushed past Criville into third.

"My game plan had been to hold back and let Alex (Criville) lead, so I could follow and then race him toward the end," Doohan said later. "But Takuma (Aoki) must have thought it was a three-lap race the way he set off, and it was so hectic I decided to get in front as soon as possible and try and break away."

Doohan made the pass around the outside at the end of the straight - one of the fastest corners in GP racing, and led from lap four to the end. Takuma succumbed to his brother on the same lap; and by the time Criville managed to find a way past both of the Aokis, to take second place on lap 11, the gap was already over a second.

Doohan proceeded to pull away inexorably - not so fast at first, with the gap still at 3.5 seconds at half distance, but after that at an increasing pace - after setting best lap 13th time around. It was a fine display, and mistake free.

Criville also drew away steadily from Nobuatsu Aoki, who was locked in combat with his brother's V-twin. Then in the closing laps he was visibly slithering and sliding, and started to lose ground again. Had the race been a lap or two longer, he might have been behind Nobuatsu. As it was Criville finished less than two seconds clear.

The V-twin rider, meanwhile, had also run into tire problems, while Cadalora was riding a canny race behind. Although clearly faster through the corners, he was stuck behind Carlos Checa's faster Movistar Honda, which zoomed away out of all the corners. He bided his time, waiting for a mistake, and when it came with eight laps left he squirled through and pulled away convincingly. He also caught the slowing Takuma, and Cadalora moved past on the last lap to claim fourth place.

Checa was sixth, also complaining (like everyone except Doohan) of tire problems as he slipped back to be all but overwhelmed by his teammate Alberto Puig and Norifumi Abe, who had been tussling back and forth for most of the race. The three crossed the line within half a second.

Spaniard Sete Gibernau was next in ninth after an impressive 500cc-class debut on the Rainey Yamaha, and narrowly ahead of Okada and Alex Barros, in his V-twin debut. Gibernau and Barros had been tussling most of the distance, with Okada nosing up between them in a last-lap spurt.

Regis Laconi was 12th in another impressive debut - of course this track is good for V-twins, and it might be different at Suzuka. Promotor Yamaha's Troy Corser was 13th, steady but for an early collision and near off-track excursion.

"It was so-so," the World Superbike Champion said. "But I learned a lot and I was sliding the bike a bit."

Juan Borja was 14th on the Elf, battling all weekend with jerky throttle response. Jurgen van den Goorbergh took the last point in his V-twin class debut. He was the last rider on the same lap as the leader, with only two more finishers.

Bayle was the first to retire, after finishing the second lap 15th, just in the points. Jurgen Fuchs pulled out of his first 500cc GP two laps later - he'd fallen heavily off the Elf in practice, and felt too dizzy to continue. Beattie retired after six laps, well down the field and going nowhere, far from happy with his machine's performance. Then Roberts Jr. pitted with 22 laps remaining. A washer had come adrift in the rear suspension, and the tire was ruined.

Alessandro Gramigni pulled in on the same lap, so far off the pace on the V-twin Aprilia that it wasn't worth continuing, while Kirk McCarthy stopped while lying 16th at half-distance with a broken battery lead.

250cc GRAND PRIX

Expectations were high for the junior class, with a galaxy of talent poised to close up the ranks front. Unfortunately nobody told Biaggi, who led from the start and ran away. Jacque was in hot pursuit, and closed up to within half a second on the third lap. But that was only until Harada got back ahead of him next time around.

By then, it was all over. Biaggi had hand-cut slicks and the others intermediate front tires and hand-cut rears. The track had been bare ly damp to start with and it was drying rapidly. Biaggi was gone.

Harada looked superb in pursuit - the most stylish rider of all had transferred all his smoothness and slide control from Yamaha to Aprilia. But the stopwatches showed clearly that he was quite outpaced, and he was just concentrating on hanging on to second. Jacque was playing a similar game dropping back behind him, the leading three well clear of the field.

"I'd wanted to fit a hand-cut front, but my team overruled me," the disappointed Frenchman said.

The action was all behind, with Tohru Ukawa losing touch, also sliding around too much to do any different, so that before half-distance he was coming under severe pressure from Haruchika Aoki, the 125cc World Champion in his first 250cc race on the Matteoni Honda.

Waldmann, meanwhile, was having an adventurous time. Fifth on lap one, he lost the front and ran into the gravel the next time around, dropping to 17th. In spite of braking difficulties with his injured hand, he charged back through the field to join this scrap before half-distance.

At the finish, the plucky German Marlboro Honda rider was at the head of the group, with Aoki less than two-tenths behind and the unhappy Ukawa falling right away in sixth.

Fortuna Honda's Emilio Alzamora was seventh in his own first race in the class, prevailing after a long midrace battle with eighth-placed Cristiano Migliorati on the Axo Honda. Fellow former 500cc privateer Jeremy McWilliams was close behind in ninth.

There were only 15 finishers. Aprilia's Loris Capirossi had gotten away slowly but picked his way through to start attacking Aoki when he lost power and pulled into the pits. Stefano Perugini, on the Nastro Azurro Aprilia, had a similar experience with a similar result, several laps earlier.

There were several crashes: PJ1 Aprilia's Kurtis Roberts was knocked off on the first lap, Idalio Gavira lasted eight more before dropping his Aprilia, and William Costes and impressive second-year privateer Sebastian Porto followed suit.

The most impressive exit came from Briton Jamie Robinson in his first ride on the factory Suzuki. He was forging through the pack and had just passed teammate Noriyasu Numata to take 10th. He didn't know that Numata was having brake trouble - but he found out when he was T-boned from behind so hard that he went flying 10 feet into the air, lucky to escape with minor foot fractures.

125cc GRAND PRIX

The first race of the day was also the best, even though the four-strong battle for the lead didn't last past the first four laps, when Honda-mounted Tomomi Manako and Yamaha's Youichi Ui dropped back, soon to collide with the latter crashing.

They left the Aprilias of Valentino Rossi and Kazuta Sakata battling up front, and it was riveting. Rossi was on Dunlops, Sakata on Michelins, and it seemed clear that the Japanese rider was having the most trouble. But he battled gamely on, a notable hard man, while Rossi had the sparkle and inspiration to keep him at bay.

First Sakata tried a breakaway, from laps eight to 16, then Rossi tried the same game, only to be pegged back in turn. They came to the last lap with Rossi one second ahead after using the backmarkers well, and Sakata sliding and weaving as he tried everything to get back by.

He succeeded at the end of the straight, running wide but grimly hanging on. Then came the last corner, and he left his braking fractionally too late. He ran wide again, and this time Rossi was ready to slip through, leading across the line by less than a second.

Honda-mounted Noboru Ueda came through to take third after conquering a big group, with GP newcomer Mirko Giansanti and his Honda hanging on

Round 1: Malaysian Grand Prix

impressively behind him. Both passed luckless Masaki Tokudome and the Aprilia on the second-to-last lap, his tires shot.

Aprilia-mounted Jorge Martinez was sixth, narrowly ahead of Manako, Yamaha-mounted Yoshiako Katoh and the Honda of Fred Petit.

Garry McCoy retired on the third lap, after a strong top-10 start was spoiled when the bleed screw on his water pump came loose. CN

Shah Alam Circuit
Shah Alam, Malaysia
Results: April 12-13, 1997 (Round 1 of 15)

125cc GP QUALIFYING: 1. Masaki Tokudome (1:31.007); 2. Valentino Rossi (1:31.210); 3. Youichi Ui (1:31.389); 4. Jorge Martinez (1:31.712); 5. Yoshiaki Katoh (1:31.766); 6. Noboru Ueda (1:31.830); 7. Garry McCoy (1:32.011); 8. Kazuto Sakata (1:32.057); 9. Roberto Locatelli (1:32.058); 10. Shahrol Yuzy (1:32.271); 11. Tomomi Manako (1:32.290); 12. Mirko Giansanti (1:32.313); 13. Lucio Cecchinello (1:32.388); 14. Ivan Goi (1:32.493); 15. Dirk Raudies (1:32.512); 16. Masao Azuma (1:32.564); 17. Peter Oettl (1:32.588); 18. Jaroslav Hules (1:32.890); 19. Gianluigi Scalvini (1:33.197); 20. Frederic Petit (1:33.380); 21. Josep Sarda (1:33.409); 22. Manfred Geissler (1:33.490); 23. Juan Enrique Maturana (1:33.525); 24. Angel Nieto Jr. (1:33.530); 25. Gino Borsoi (1:33.542); 26. Steve Jenkner (1:33.640); 27. Paholayuth Kalachan (1:36.009); 28. Chao Chee Hou (1:37.501).

250cc GP QUALIFYING: 1. Max Biaggi (1:25.380); 2. Tetsuya Harada (1:25.740); 3. Olivier Jacque (1:26.400); 4. Tohru Ukawa (1:26.528); 5. Loris Capirossi (1:26.620); 6. Takeshi Tsujimura (1:26.793); 7. Ralf Waldmann (1:26.954); 8. Noriyasu Numata (1:27.110); 9. Stefano Perugini (1:27.224); 10. Haruchika Aoki (1:27.242); 11. Emilio Alzamora (1:27.436); 12. Cristiano Migliorati (27.528); 13. Sebastian Porto (Apr); 14. Luis d'Antin (1:27.547); 15. Jamie Robinson (1:27.816); 16. Jose Luis Cardoso (1:28.348); 17. Jeremy McWilliams (1:28.620); 18. Osamu Miyazaki (1:28.666); 19. Luca Boscoscuro (1:29.062); 20. Olivier Petrucciani (1:29.215); 21. Franco Battaini (29.509); 22. William Costes (1:29.663); 23. Eustaquio Gavira (1:30.403); 24. Idalio Gavira (1:30.620); 25. Kurtis Roberts (1:31.577).

500cc GP QUALIFYING: 1. Tadayuki Okada (1:23.485); 2. Michael Doohan (1:23.904); 3. Nobuatsu Aoki (1:24.182); 4. Alex Criville (1:24.195); 5. Luca Cadalora (1:24.282); 6. Takuma Aoki (1:24.302); 7. Alex Barros (1:24.417); 8. Carlos Checa (1:24.556); 9. Alberto Puig (1:24.900); 10. Norifumi Abe (1:25.195); 11. Troy Corser (1:25.277); 12. Daryl Beattie (1:25.331); 13. Regis Laconi (1:25.636); 14. Sete Gibernau (1:25.917); 15. Jurgen van den Goorbergh (1:26.232); 16. Juan Borja (1:26.296); 17. Jean-Michel Bayle (1:26.654); 18. Alessandro Gramigni (1:26.706); 19. Kenny Roberts Jr. (1:26.838); 20. Lucio Pedercini (1:26.906); 21. Frederic Protat (1:26.923); 22. Kirk McCarthy (1:27.165); 23. Jurgen Fuchs (1:27.864); 24. Anthony Gobert (1:28.324); 25. Laurent Naveau (1:28.864).

125cc GRAND PRIX: 1. Valentino Rossi (Apr); 2. Kazuto Sakata (Apr); 3. Noboru Ueda (Hon); 4. Mirko Giansanti (Hon); 5. Masaki Tokudome (Apr); 6. Jorge Martinez (Apr); 7. Tomomi Manako (Hon); 8. Yoshiaki Katoh (Yam); 9. Frederic Petit (Hon); 10. Lucio Cecchinello (Hon); 11. Jaroslav Hules (Hon); 12. Masao Azuma (Hon); 13. Ivan Goi (Apr): 14. Dirk Raudies (Hon); 15. Josep Sarda (Hon); 16. Gianluigi Scalvini (Hon); 17. Roberto Locatelli (Hon); 18. Manfred Geissler (Hon); 19. Angel Nieto Jr. (Apr); 20. Chao Chee Hou (Yam); 21. Steve Jenkner (Apr); 22. Gino Borsoi (Yam);

(Right) Max Biaggi - new team, new bike, same results. The Italian won the Malaysian 250cc GP. (Below) The 250cc GP gets started with Tetsuya Harada (31) leading Biaggi (1), Tohru Ukawa (5) and a swarm of others into the first turn.

All Honda

If you didn't ride a Honda in Malaysia, you weren't really in the qualifying stakes. It didn't seem to matter much whether it was a twin or a V-four, a Big Bang or an old-style Screamer. As long as it had that H on the tank, you were in business.

Only Luca Cadalora's Yamaha was anywhere near, but last year's race winner was knocked off the provisional front row on day two by a phalanx of NSRs; and the next non-Honda (Norifumi Abe's Yamaha) was on the third row, only 10th.

Last year, Tadayuki Okada surprised everyone by putting his V-twin on pole in its race debut. This year he did the same thing in his own debut on a V-four, half a second faster than 12 months ago.

"I like the track, but it was just a single fast lap, and I'm finding the V-four is hard to ride when you put more laps on the tires, so it doesn't mean too much," Okada said modestly.

Mick Doohan was second in his debut on the revived Screamer motor, and not dismayed by a gap of four tenths of a second. His own attempt at a single fast lap had been thwarted when he missed a gear and ran too deep into the next corner trying to make up for it.

"The race pace will probably be quite a lot slower when we have a full fuel load and the tires wear," Doohan said. "I think I'll be okay. I'm enjoying the bike more than the Big Bang, but this is the first race on it. We don't really know how it will be over full race distance."

Alongside him was another debutante: Nobuatsu Aoki in his first 500cc ride, also on a V-four.

"I don't really know why I'm here," he joked. "Must be a mistake. But I feel happier on a 500 than ever on a 250. I think I should have moved to this class earlier."

Less than a tenth down came Alex Criville, well on the pace and happy to be consistent, if marginally slower.

"I prefer the Big Bang engine, and I'll do my best," Criville said.

Cadalora, back on a Yamaha after one Honda year, but now on his preferred Michelin tires, and also less than a tenth down, the only one to hold a candle to the works Hondas. His only problem was that the bike was building up heat and losing top end.

"If the others can race at this lap time I will have trouble. Otherwise I am confident," Cadalora said.

Takuma Aoki's V-twin was alongside, the times still very close; then Alex Barros, looking smooth and comfortable after switching from V-four to V-twin, at a track where the lightweights were expected to do well.

"The bike's great," the Brazilian said with a grin.

He was just over a tenth behind Aoki, and a similar distance ahead of Carlos Checa, who had speeded up in the final session to knock Movistar Honda teammate Alberto Puig down to the head of row three.

Abe moved up to tenth in the final session in spite of a spill.

"We've been having trouble with the front sliding," Abe explained. "I lost a kneepad, but I didn't want to come in. Then when the front slid again, instead of being able to save it with my knee, I crashed."

Troy Corser was 11th, another tenth or so down in his GP debut, and another to slide off.

"I didn't improve on the second day, but I'm happy because I was lapping consistently," the World Superbike Champion said. "I've never raced here before, so I'm just looking to be steady and get a good finish."

Only then came a disgruntled Daryl Beattie, back to bright-eyed fitness, but not happy with the all-new Suzuki.

"We have the same problems I complained about in the first tests, and we're going round and round trying to fix it," the Australian said. "It's mainly trying to get the back settled, but while the new bike's got potential for development, we don't have enough data yet."

Regis Laconi was an impressive 13th, leading row four in his 500cc debut on his V-twin Honda. An aggressive rider, he had clearly taken to the bike immediately. Then came Sete Gibernau's Yamaha, the Spaniard steadily improving, though another to slide off after going off-line among a bunch of slower rider. Jurgen van den Goorbergh in his 500cc-class debut on his V-twin was next, followed by Juan Borja's Elf.

And then the two new Modenas KR-V3s with Jean-Michel Bayle 17th and Kenny Roberts Jr. 19th, sandwiching temporary Aprilia V-twin rider Alessandro Gramigni, who was substituting for the injured Doriano Romboni.

It wasn't a dream debut for the new triple, with the bikes spending rather more time than comfortable on one-lap outings in and out of the pits, but impressive nonetheless considering it was only 12 weeks ago that the machines were first commissioned.

Kirk McCarthy was 22nd on the WCM ROC, ahead of Jurgen Fuchs; Anthony Gobert was withdrawn because of his injured collarbone after placing 24th out of 25 on the first day.

All eyes were on the 250cc class during qualifying, with a top-class field full of high-profile riders who have swapped places, as well as second-year works men coming up to full strength. Accordingly, times were close, with the exception of the redoubtable Max Biaggi, whose pole time put him almost four-tenths clear of old rival Tetsuya Harada.

Biaggi, back on a Honda after three victorious Aprilia years, but crucially this time on Michelin tires, was delighted that he had survived the switch in his usual position.

"We worked for the race and endurance, not just a fast lap," he said. "Of course, I like the track, but I'm still really happy to be where we are."

Tetsuya Harada was alongside, seemingly back to form after a dismal end to last year when he quit Yamaha to take over Biaggi's vacant seat. Unusually, he slid off on Friday, but was unharmed.

"I knew that the Aprilia had a good motor before, and I'm enjoying the power," Harada said. "At first the chassis was difficult, but I'm happy now."

He was better than four-tenths ahead of Tohru Ukawa's Michelin-shod machine, the GP second-year man much more confident and aggressive now. A year ago he crashed here, spoiling the start of his season. Now he was a real threat.

Last on the front row was Oliver Jacque, worried at a gap of more than a second on Biaggi. "The important thing, with so many fast riders this year, is to be consistent," he said. "Max is too fast, but I hope to be on the podium."

It seems highly likely that the World Champion will come from among the quartet. But Loris Capirossi, leading row two, might not agree. Now on an Aprilia after two 500cc years, he missed the front row by only two-tenths. He had Takeshi Tsujimura alongside, impressive on a kitted production Honda, and then came Ralf Waldmann, of whom more might have been expected. Sadly, however, he crashed twice on the first day, and hurt his wrist enough so that he was unable to improve on his Friday time.

GP new boy Noriyasu Numata was next on the returned Suzuki, back after a three-year absence from GPs and scraping onto the second row only in the last session.

There were 25 qualifiers, with the last of them Kurtis Roberts on a private Aprilia, the second of Kenny's sons making his GP

23. Shahrol Yuzy (Hon); 24. Juan Enrique Maturan (Yam); 25. Youichi Ui (Yam); 26. Peter Oettl (Apr); 27. Garry McCoy (Apr).
Time: 48 min., 9.30 sec.
Distance: 29 laps, 63.010 miles.
Average Speed: 78.503 mph.
Margin of Victory: 0.994 sec.
Fastest Lap: Valentino Rossi, 1:37.824/85.450 mph, Lap 27.

250cc GRAND PRIX: 1. Max Biaggi (Hon); 2. Tetsuya Harada (Apr); 3. Olivier Jacque (Hon); 4. Ralf Waldmann (Hon); 5. Haruchika Aoki (Hon); 6. Tohru Ukawa (Hon); 7. Emilio Alzamora (Hon); 8. Cristiano Migliorati (Hon); 9. Jeremy McWilliams (Hon); 10. Olivier Petrucciani (Apr); 11. Osamu Miyazaki (Yam); 12. Eustaquio Gavira (Apr); 13. Franco Battaini (Yam); 14. Noriyasu Numata (Suz); 15. Luca Boscoscuro (Hon); 16. Sebastian Porto (Apr); 17. Loris Capirossi (Apr); 18. Jamie Robinson (Suz); 19. William Costes (Hon); 20. Idalio Gavira (Apr); 21. Luis d'Antin (Yam); 22. Takeshi Tsujimura (Hon); 23. Stefano Perugini (Apr); 24. Jose Luis Cardoso (Yam); 25. Kurtis Roberts (Apr).
Time: 45 min., 29.592 sec.
Distance: 31 laps, 67.366 miles.
Average Speed: 88.844 mph.
Margin of Victory: 13.870 sec.
Fastest Lap: Max Biaggi, 1:26.835/90.712 mph, Lap 8.

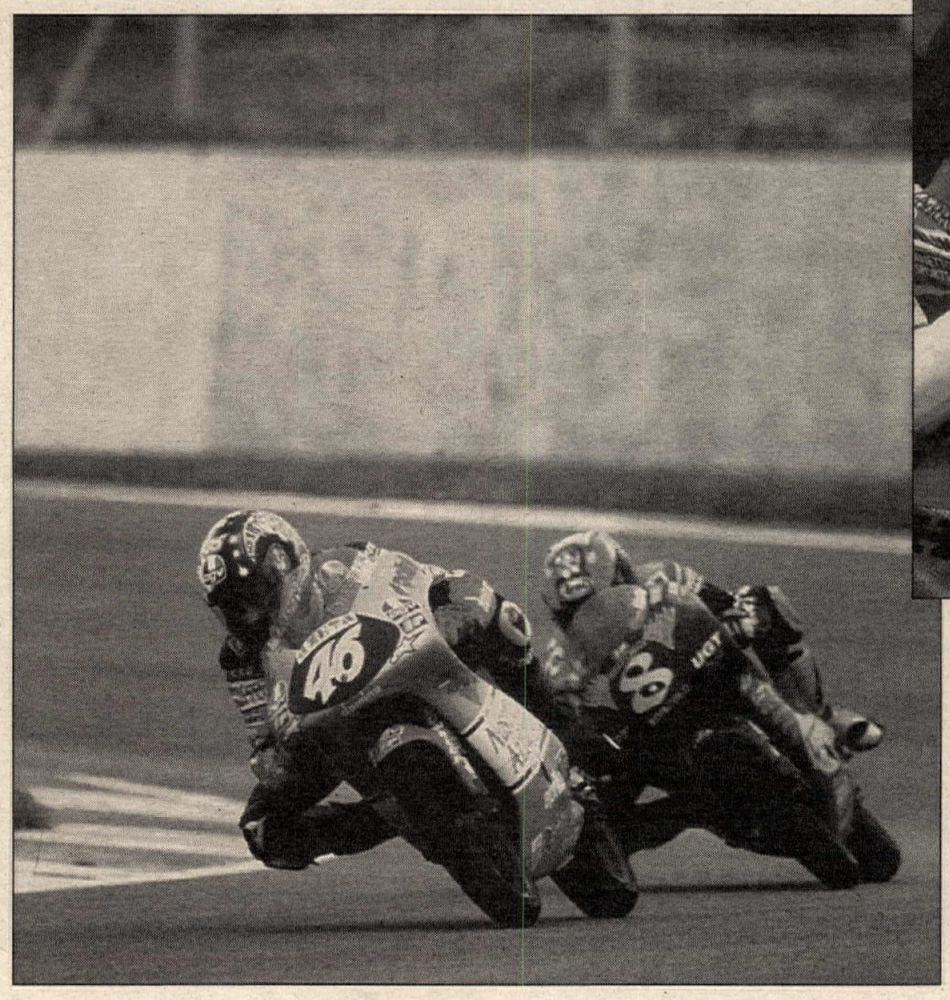
500cc GRAND PRIX: 1. Michael Doohan (Hon); 2. Alex Criville (Hon); 3. Nobuatsu Aoki (Hon); 4. Luca Cadalora (Yam); 5. Takuma Aoki (Hon); 6. Carlos Checa (Hon); 7. Alberto Puig (Hon); 8. Norifumi Abe (Yam); 9. Sete Gibernau (Yam); 10. Tadayuki Okada (Hon); 11. Alex Barros (Hon); 12. Regis Laconi (Hon); 13. Troy Corser (Yam); 14. Juan Borja (Elf); 15. Jurgen van den Goorbergh (Hon); 16. Lucio Pedercini (Yam); 17. Laurent Naveau (Yam); 18. Kirk McCarthy (Yam); 19. Alessandro Gramigni (Apr); 20. Kenny Roberts Jr. (Mod); 21. Daryl Beattie (Suz); 22. Frederic Protat (Yam); 23. Jurgen Fuchs (Elf); 24. Jean-Michel Bayle (Mod).
Time: 47 min., 11.545 sec.
Distance: 33 laps, 71.712 miles.
Average Speed: 91.174 mph.
Margin of Victory: 11.796 sec.
Fastest Lap: Michael Doohan, 1:24.840/92.21 mph, Lap 13.

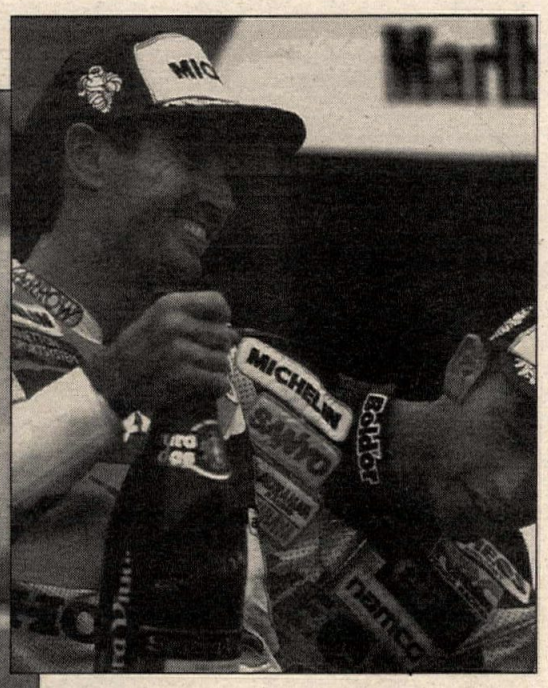
125cc WORLD C'SHIP POINT STANDINGS (After 1 of 15 rounds): 1. Valentino Rossi (25/1 win); 2. Kazuto Sakata (20); 3. Noboru Ueda (16); 4. Mirko Giansanti (13); 5. Masaki Tokudome (11); 6. Jorge Martinez (10); 7. Tomomi Manako (9); 8. Yoshiaki Katoh (8); 9. Frederic Petit (7); 10. Lucio Cecchinello (6); 11. Jaroslav Hules (5); 12. Masao Azuma (4); 13. Ivan Goi (3); 14. Dirk Raudies (2); 15. Josep Sarda (1).

250cc WORLD C'SHIP POINT STANDINGS (After 1 of 15 rounds): 1. Max Biaggi (25/1 win); 2. Tetsuya Harada (20); 3. Olivier Jacque (16); 4. Ralf Waldmann (13); 5. Haruchika Aoki (11); 6. Tohru Ukawa (10); 7. Emilio Alzamora (9); 8. Cristiano Migliorati (8); 9. Jeremy McWilliams (7); 10. Olivier Petrucciani (6); 11. Osamu Miyazaki (5); 12. Eustaquio Gavira (4); 13. Franco Battaini (3); 14. Noriyasu Numata (2); 15. Luca Boscoscuro (1).

500cc WORLD C'SHIP POINT STANDINGS (After 1 of 15 rounds): 1. Michael Doohan (25/1 win); 2. Alex Criville (20); 3. Nobuatsu Aoki (16); 4. Luca Cadalora (13); 5. Takuma Aoki (11); 6. Carlos Checa (10); 7. Alberto Puig (9); 8. Norifumi Abe (8); 9. Sete Gibernau (7); 10. Tadayuki Okada (6); 11. Alex Barros (5); 12. Regis Laconi (4); 13. Troy Corser (3); 14. Juan Borja (2); 15. Jurgen van den Goorbergh (1).

(Right) Doohan and Nobuatsu Aoki celebrate on the podium. (Below) The 125cc GP featured a battle between eventual winner Valentino Rossi (46) and Kazuto Sakata (8).





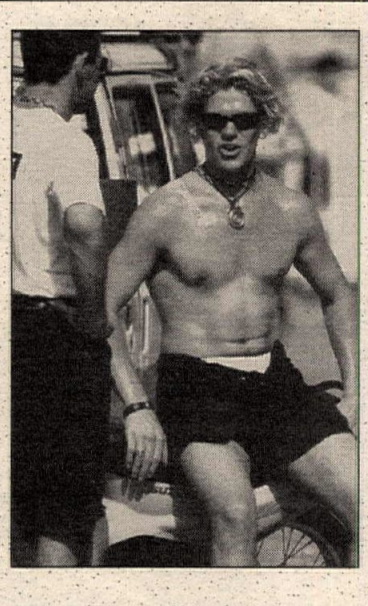
Upcoming Rounds:
Round 2 - Suzuka, Japan, April 20
Round 3 - Jerez, Spain, May 4

Briefly...

"People who think that this is like going back to 1991 are wrong. The firing order may be the same as the old motor, but everything else is different. In fact it's more like the first **Big Bang** of 1992 in the way it feels." Mick Doohan's technical adventure, discarding the dominant close-firing-order Big Bang motor in favor of a new version of the old Screamer, with the cylinder pairs firing evenly at 180 degrees, was a major point of interest at Shah Alam. But he and his team were anxious to point out that they hadn't just gone back to 1991. "The internal changes to the cylinders since then as well as all the electronics mean the motor is very different," Doohan said. "It's torquey with good midrange, rather than having everything at the top. What I did want was to get back that direct relationship between the throttle and the back wheel, and that has been successful. I much prefer riding this bike." While still painting plenty of black lines in the road on the corner exits, he looked smooth even in his fastest practice laps, rather than the wild sliding people who remembered the '91 bike expected. "We weren't sure what would happen, but we established in testing that tire wear wasn't going to be the problem we'd feared," team boss Jerry Burgess said. "I can understand why (Alex) Criville prefers the other motor, because that's what he familiar with. Mick knows both types of motor, and he likes this one more. We're not ruling out that we might go back to the Big Bang if we run into problems, but we're not planning to switch back and forth." The only difficulty Doohan reported was when down-shifting: the gear-pedal was sticky. "It could be because of the different drag the new motor puts on the gears," Burgess said. Doohan was well aware that they are still on a learning curve. "The real test is going to be in the rain," Doohan said. "I haven't ridden it in the wet so far, so I don't really know what it'll be like. You can be sure if there are any problems I'll go back to the Big Bang motor. I'm not dedicated to this one at all costs - I just enjoy riding it more, and there's an element of wanting to add some variety to my racing in the decision to use it."

The new privateer Honda V-twins gave **Dunlop** a first chance to move further back in the 500cc class, with both Regis Laconi and Jurgen van den Goorbergh using the Anglo-Japanese rubber on their new bikes, although Alex Barros was still on Michelins with his. It may seem disappointing, since the tires that dominate the 250cc class might be expected to suit the lightweight twins well. But the story is not over yet, said Dunlop chief Jeremy Ferguson. "Even on 250s this track has favored Michelins at our expense," he said. "We should start showing up better from Suzuka onward."

The Grand Prix debut of **Anthony Gobert** (pictured) did not go according to plan, as he was sidelined by a previously unrevealed injury to his troublesome collarbone. The ex-World Superbike wild child did make the first day of practice, but his entry was withdrawn after the first timed session, in which he ran only six laps to place 23rd. "I feel all right on the bike, but the problem is I can't risk crashing and making the injury worse," he explained. "It's always in my mind, and that means I can't ride the way I like to, at 100 percent." Earlier, he'd said: "I keep throwing myself down the road, and that's not good. But when I started off in motocross my father told me if you're not crashing, you're never going to find the bike's limits." Gobert broke his collarbone last year, spoiling most of his last superbike season, though he did return for a classic double race win at the last round at Phillip Island. Then he switched to the GP bike, crashing and hurting his shoulder at his first attempt at Sugo. The next injury came at Phillip Island at the end of February, when he rebroke the right collarbone. This was metal-plated in the hope of finding a permanent cure to a troublesome injury. But at the next round of tests a month later at Shah Alam he crashed again, and broke the bone once more, in spite of the plate. A second piece of ironmongery, larger than the first, was fitted, but with less than two weeks to go before the season started, he was still in pain and far from fit. "The risk of falling again and causing even more damage is too great," he said. He is also unlikely to run in the Japanese GP next week.



Security is not usually a problem in booming **Malaysia**, where every year more huge hotels and housing developments crowd the Shah Alam circuit; but a lapse in the week before the race saw the Dorna TV office broken into, and two of the latest digital TV cameras stolen. The cameras, worth almost $100,000 apiece, are state-of-the-art equipment, and could not be replaced in time for the race. "Somebody's going to have some very high-quality home videos," said a Dorna spokesman.

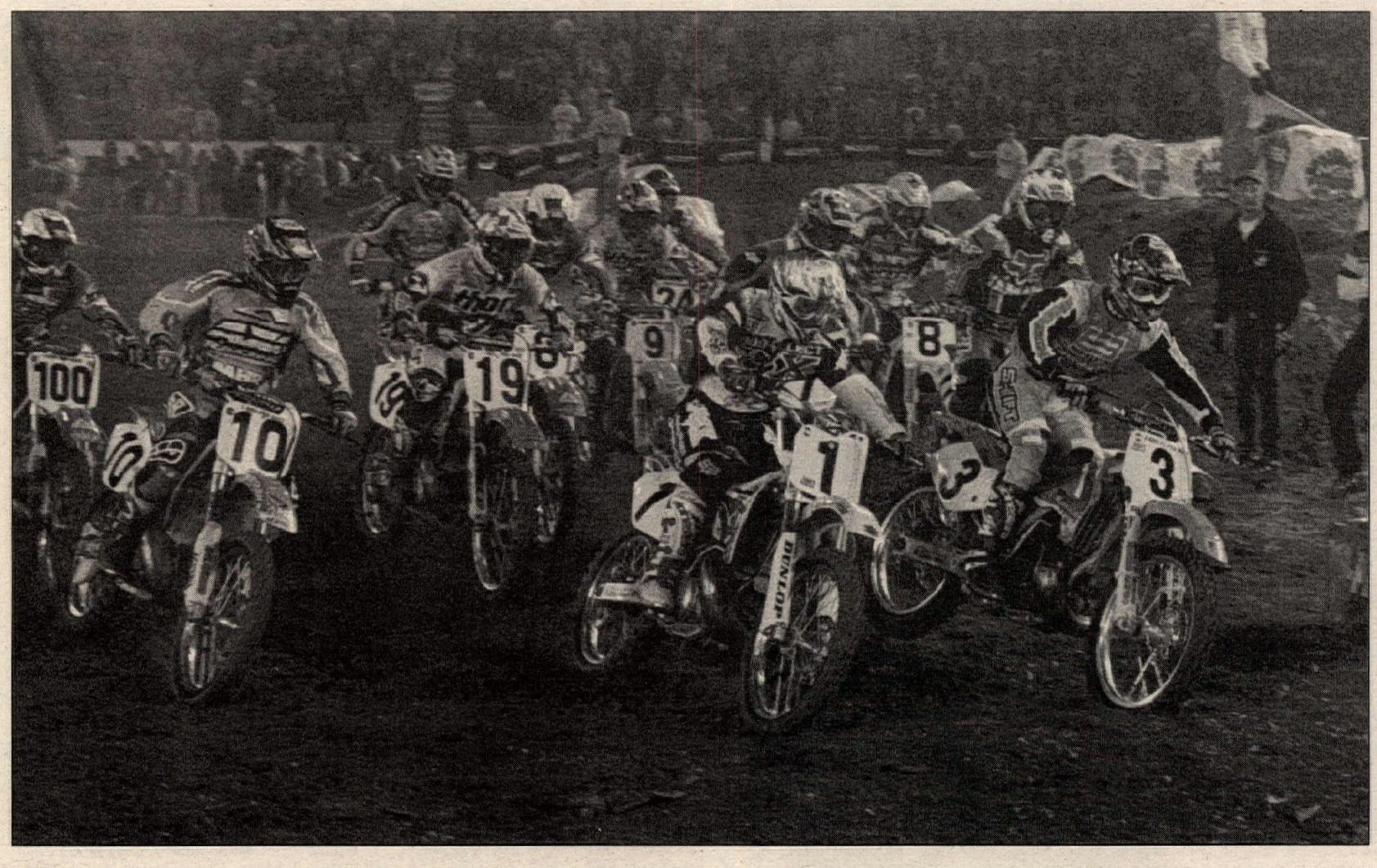
Daryl Beattie's return after his injury-ruined 1996 season saw the Australian looking physically fit and bright-eyed, but unhappy with his all-new XR-87 Suzuki. "We're still trying to fix problems we had from the start," he complained. "Mainly it's getting the back settled so I can be comfortable, but with everything new it's pot luck." Of more concern was the fact that the engine had suffered a couple of seizures during testing - one of which caused teammate Gobert's crash at Phillip Island. A similar problem was the original cause of Beattie's problems last year, when he suffered a long-lasting concussion after a seize-up crash two weeks before the start of the season. The problem seemed to have been solved in Malaysia, but Beattie complained that reliability had only been achieved at the cost of "some crispness." A team spokesman explained that the testing problems should be isolated events, and were the result of the more rushed running-in procedure at the race track, where the factory testers had been able to put more miles on new parts before using full revs and power.

Seizing was also one of the problems encountered by the all-new **Modenas KR-V3**, rushed to the race track only 12 weeks after the bikes were commissioned. There had been some doubt whether the team would make the first two races, but, as Kenny Roberts Jr. said, "We're here." This was a considerable achievement. According to Jean-Michel Bayle, the other rider, who said, "This is the first time we've ridden the bike hard." And although there were a number of one-lap outings in practice, the pair racked up a respectable number of laps to qualify 17th and 19th.

Kenny Roberts Sr. was happy with the general level of reliability, but disappointed not to be higher up the grid. "The good thing is we haven't had any major trouble with the bikes," he said. "We were worried about pistons and seizures - we didn't expect to have only setup trouble. We came here to get a base to work from. Obviously, we need time. The power delivery's not right, but we've only had the motor on the dyno for about three days. We're learning a hell of a lot right now." Detail problems included poor fuel feed due to a misadjusted fuel strainer. They had new pistons flown in for the weekend, after the exhaust port had been damaging rings; and more pistons and revised cylinders will be sent to Japan. A bodywork redesign is also on the way, after wind-tunnel tests found problems with the current version.

The **Team Rainey Yamahas** unexpectedly carried **Marlboro** stickers at Shah Alam - but this was only temporary, a compromise worked out with the Asian branch of the cigarette company sees backing only for Malaysia and the Indonesian GP at the far end of the season. This follows the confusion after the Asian Marlboro men were taken by surprise after the decision not to back Yamaha and Wayne Rainey, but to put all Marlboro backing behind Kenny Roberts and the new Modenas. Marlboro came back to Rainey at the IRTA Jerez test at the end of March, but it is believed that Yamaha was unwilling to compromise after having been dropped unceremoniously and without warning.

Max Biaggi was fined 5000 Swiss francs because his mechanics did not clear the starting grid for the 250cc race at the three-minute warning board. They were fitting the cut-slick tires that proved crucial to his race victory. It was money well spent, said a spokesman.



(Left) The two title contenders - Jeremy McGrath (1) and Jeff Emig (3) - go into the first turn at the Pontiac Supercross side-by-side. Neither one would be in front at the end.
(Below) Yamaha's Ezra Lusk scored his second win by riding fast and being in the right place at the right time.

Lusk waits it out

By Kit Palmer
Photos Steve Middlesworth

PONTIAC, MI, APR. 12

It just goes to show that it really is never over till it's over. Just when it seemed that Suzuki's Jeremy McGrath would run off with his third win of the Thor/Parts Unlimited AMA Supercross Series and his second victory in as many weeks, the four-time defending Supercross Champion made a small mistake, a mistake that would cost him a sure win. It was a moment that the 63,043 spectators in the nearly sold-out Silverdome in Michigan won't soon forget.

McGrath led the first 18 laps of the 20-lap race only to have the front wheel of his Suzuki wash out going into a turn and crash. It was as simple as that. And right there to take advantage of the rare McGrath mistake was Team Yamaha's Ezra Lusk, who had been chasing McGrath all race long, never trailing the leader by more than four seconds. While McGrath struggled to get his motorcycle upright again, Lusk scooted by and cruised the remaining two laps to record his second win of the series, his first coming just two weeks ago at Orlando.

"It was a patient race," Lusk said from the top of the podium. "I didn't really go as hard as I could. I tried to put a little pressure on Jeremy. I didn't want him to get away. I don't know if it was pressure or what but he made a mistake and I was there to capitalize on it."

McGrath regrouped in fifth place and made a desperate last-turn pass on Manchester Honda Racing's Damon Bradshaw to salvage fourth at the finish.

"Stupid!" said McGrath, who was obviously not happy with himself for crashing. "Total rookie move. Just fell over and washed out. I couldn't believe it. That was the biggest idiot move I ever..."

West Coast 125cc Series leader Kevin Windham returned to action following a wrist injury and made it a Yamaha 1-2 finish in the 250cc main. He, too, took full advantage of McGrath's get-off as he was, just moments earlier, passed by Honda of Troy's Larry Ward. But Ward came around the turn and slammed into the back of McGrath's Suzuki as he was picking up his bike and was held up just long enough to see Windham ride by and back into second. Ward managed to stay upright and chased Windham for the remaining few laps, but time ran out before he could attempt another pass. Still, it was Ward's best finish of the year, and it keeps him within striking distance of winner Lusk for third place in the standings.

As for Windham, finishing second in the 250cc class, his highest 250cc finish, you would have thought he had won he was so happy.

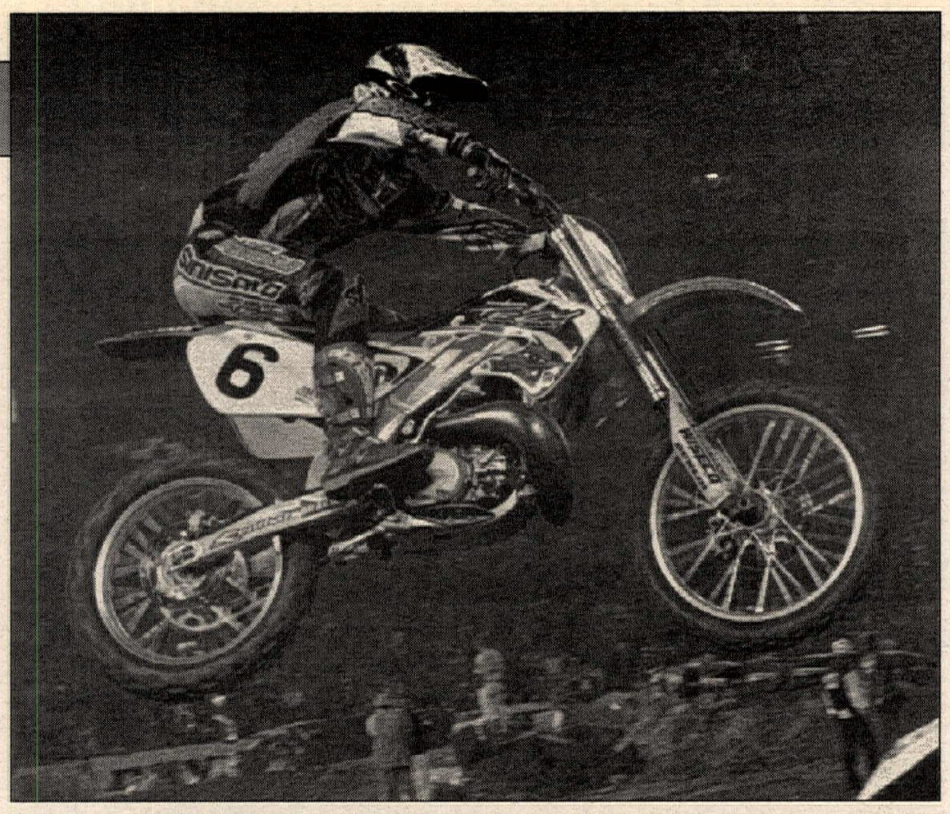
"This feels great," a jubilant Windham said. "Especially for me and coming back from my injury, and definitely for Yogi (Lusk) and Yamaha. We've been working so hard. For a team putting so much energy into racing it's good to reward them with stuff like this every now and again. I'm happy to come back. My wrist feels good. It (the injury) was a big concern of mine and I guess I've crossed that bridge. Now it's time to go to Dallas and hopefully take care of business there."

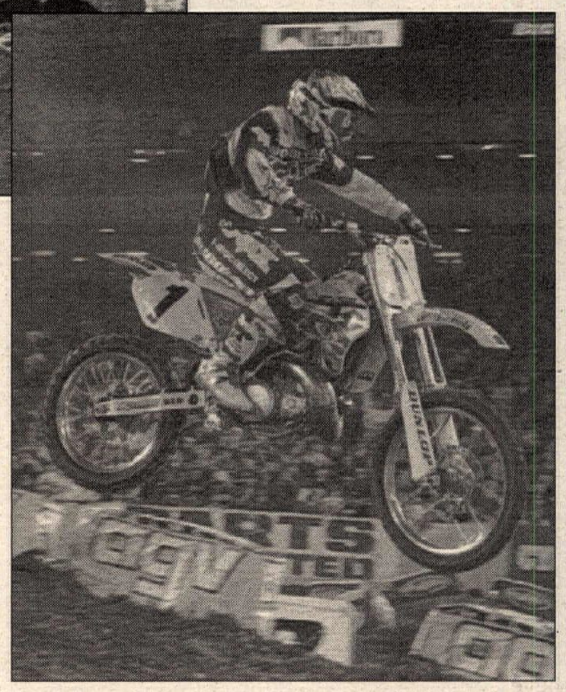
Windham used the Pontiac event as a warmup for the 125cc West Coast Series finale in Dallas in two weeks, where he should be able to lock up his second consecutive 125cc Western Regional title.

Despite crashing, McGrath, on his 1-800-Collect/Suzuki of Troy/Fox-backed RM250, still gained valuable points on 250cc series leader Jeff Emig, who never seemed to find his rhythm all night long. Emig finished a hardly noticeable seventh, one position behind Kawasaki teammate Ryan Hughes, and saw his nine-point lead going into the Michigan round shrink to just two with three rounds (Charlotte, Dallas and Las Vegas) remaining. Had McGrath not fallen, the Suzuki rider would have taken over the series lead in Pontiac for the first time this season.

Eighth place went to Honda of Troy's

(Left) Kevin Windham made it a Yamaha 1-2 finish in the 250cc main. Windham was making his return to racing after injuring his wrist. (Right) Honda of Troy's Larry Ward made the podium for the first time with a third-place finish. (Below) McGrath came from within two laps of winning and moving into the series points lead. A crash relegated him to fourth at the finish. (Below right) Manchester Honda Racing's Damon Bradshaw (10) enjoyed his best finish of the year with a fifth in the main.





Mike Kiedrowski who made his return to racing following a thumb injury suffered at the Gatorback National in Florida in early March. Team Suzuki's Greg Albertyn spent most of his race trying to get around Emig but would end up finishing ninth after a small get-off, and Chaparral/Yamaha's Phil Lawrence rounded out the top 10.

Eleventh place went to Primal Impulse/Honda rider Robbie Reynard, who had smoked everyone, including Emig, earlier in the evening in his heat race. Reynard was followed by National Arenacross Champion Buddy Antunez, F&S Suzuki's Cliff Palmer, SMP's Grayson Goodman, Yamaha of Troy's Todd DeHoop, Ohio's James Eickel, Kawasaki Team Green's Mike Jones, Xtreme's Anthony Pocorobba and Oregon's Ryan Huffman, who crashed hard while running 15th late in the race.

McGrath got the jump on the pack in the first heat race and beat everyone to the first turn, but coming out of the turn, Windham had the lead. Actually, a couple of other riders also got by an out-of-sync McGrath down the first tricky, double/step-up/single/double section, but the defending champ quickly got by them through the next turn and settled into second.

Windham opened up a modest lead but McGrath would match his pace. McGrath eventually stepped up that pace one step farther and began closing on the Yamaha rider. By the halfway point, McGrath was making attempts to get around. Windham held him off for a while, but McGrath's relentless attack would eventually take its toll on Windham. It took McGrath about a full straightaway to complete his pass and, once by, he simply pulled away from Windham. McGrath would go on and take the win, while Windham took a lonely second.

A battle raged for the third- through fifth-place positions, involving Lusk, Albertyn and Hughes. Lusk eventually pulled clear, leaving Albertyn and Hughes to decide the heat's last transfer position. Two laps from the finish, Hughes cut underneath Albertyn in a turn and pinched him off in the following corner to take control of fourth. Albertyn was forced to go to the semis after finishing fifth, followed by Lawrence and DeHoop. One other notable non-qualifier was Antunez, who finished 15th after crashing.

Emig led the pack into the first turn at the start of the second heat race, but Reynard cut to the inside and blocked Emig's line coming out of the turn to secure the lead. Neither Emig, nor anyone else for that matter, could match Reynard's pace as he quickly opened up a sizable lead and would go on to take an uncontested win.

Emig and Bradshaw would go at it for the last half of the race. After getting off to a fifth-place start, Bradshaw reeled Emig in and stuck his front wheel next to Emig's rear wheel many times but just could not find enough daylight to complete his pass attempts. Bradshaw's charge came to an end on the last lap when he bobbled in a whoop section, letting Emig get away. Bradshaw still finished a close third, followed at some distance by Button. Ward just couldn't get going after a seventh-place start, and he finished one spot out of a direct transfer in fifth. Ryan Huffman finished sixth just ahead of Palmer.

Albertyn was running away with the first semi but suddenly things got close when the Suzuki rider cross-rutted and went down late in the race. His lead was so big, though, that he managed to get going again before the battling duo of Antunez and Kiedrowski could get by. Now it was a three-way race down to the finish with "Albee" hanging on for the win over Antunez and Kiedrowski. Lawrence passed DeHoop on the last lap for fourth, while finishing sixth, one position out of a transfer, was F&S Suzuki's Jeff Hedden.

Ward passed Ryan Huffman, Mike Jones and Mike Katin early in the second semi before opening up a big lead and scoring an easy win. Huffman ended up finishing second with room to spare over Palmer, who came up from a midpack start. A three-way battle for fourth through sixth went down to the wire with Jones nipping Eickel for fourth. Tom Clowers just missed a ticket to the main after finishing fifth.

The last two openings for the main event were decided in an all-out slugfest in the last chance qualifier. Hedden led off the start but was passed by Katin and Anthony Pocorobba by the third lap. Katin led for a while until getting stuffed in a turn by Pocorobba. Moments later, Katin fell over, putting him out of contention. Texan Grayson Goodman worked his way into second after passing Hedden, who tried to get the Yamaha rider back but ran out of time. Pocorobba and Goodman went 1-2 and into the main event.

It was a drag race between the two title contenders - Emig and McGrath - going into the first, left-hand turn at the start of the 20-lap, 250cc main, but cutting to the inside and coming out with the lead was Lusk, followed by Emig and McGrath. McGrath, however, wanted to get out in front early and hugged the inside line in the next right-hand turn to come out ahead of Lusk and right next to Emig. Charging down the next straight, McGrath drove Emig to the outside, resulting in Emig clipping a hay bale, getting out of shape and dropping to eighth. Emig would never be a factor among the leaders the rest of the race.

"Jeff had already went to the outside and I was on the inside," McGrath said. "He was coming in, and I just kind of went over on him, tried to block him and we hit kind of hard. I mean, that's my key right now. I've got to be aggressive the first few laps before anyone gets away."

Suddenly, McGrath found himself well out in front, followed by Lusk, Bradshaw, Ward, Windham, Kiedrowski, Albertyn and Emig, though Emig would get by Albertyn before the first lap was completed.

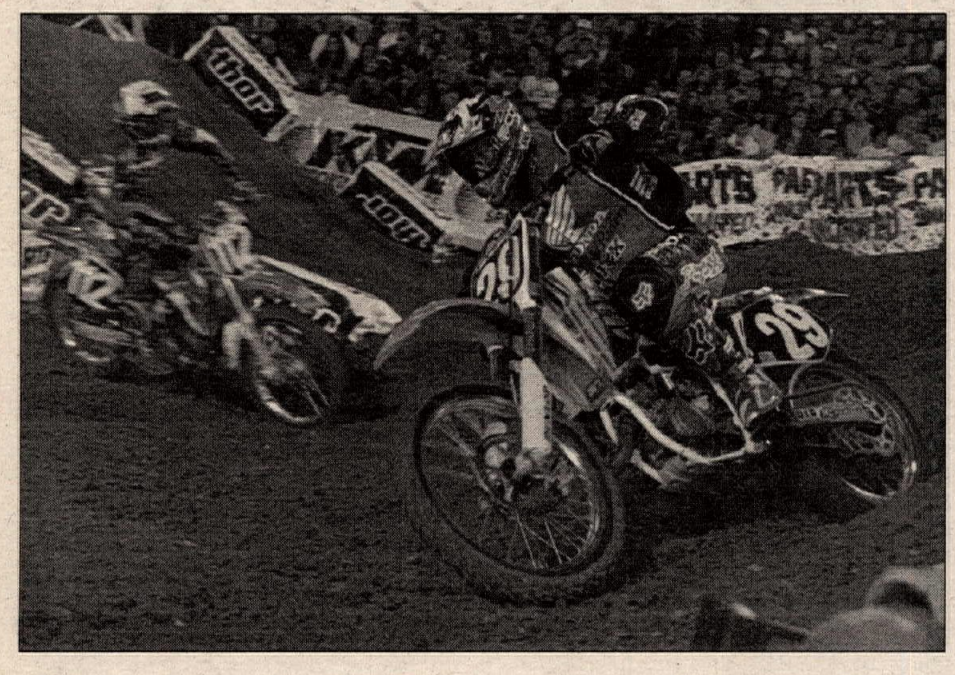
By the third lap, McGrath would own a three-second lead over Lusk, who managed to put some distance between himself and Bradshaw, who now had Windham breathing down his neck. Windham worked on Bradshaw for a while before finally getting around him by the fourth lap, and, right about the same time, Emig took Kiedrowski wide for sixth.

For the next 10 laps, there was no passing among the top six riders and very little between the seventh- and eighth-place riders, Albertyn and Hughes. The two riders would trade places a couple of times while keeping close tabs on Emig.

McGrath continued leading the way, though never gaining more than a four-second cushion over Lusk. The distance between the two constantly fluctuated between three and four seconds. McGrath would gain time on Lusk over a series of double/triple jumps, while Lusk had the faster line through one particularly tough section of whoops. Three seconds, four seconds, three seconds, four seconds, and that's how it would go, lap after lap.

"I made a lot of time up in the

Round 12: Silverdome



(Above) For the second week in a row, Honda of Troy's Stephane Roncada won the 125cc East Coast main event. (Right) Another second-place finish by Suzuki's Tim Ferry leaves him in good shape to win the 125cc East Coast Championship at the series finale in next week at Charlotte. (Below) Honda's Scott Sheak had come from behind to lead the 125cc main, only to crash a couple of times and finish fourth.

whoops, and everywhere else I just seemed to kind of relax," Lusk said. "I wanted to keep that same margin between us till the last few laps. I started closing on him there and we got into a lot of lappers and (I) lost a lot of time (on McGrath). I wanted to try to reel him in, but kept running into lappers. I started wondering if I'd ever get a smooth four or five laps together to catch him."

"I felt fine," McGrath said of the relatively small distance between him and Lusk. "I was keeping my set distance and everything was fine."

And everything was going "fine" for McGrath. Late in the race, it appeared that he would hold on and post his third win of the series, then, the relatively quiet crowd roared to life when McGrath, all alone, washed out while going into a left-hand turn that followed a triple jump.

"I landed off that triple and there was this bump and I just washed out the front end," McGrath said. "It was a fast jump and didn't have much room to stop. I was on the front brake trying not to go into the ruts and just fell over. I couldn't believe it. I knew I was going down - I was starting to get up before I was down. I was trying to get up quick."

McGrath might have lost just one position had his bike not come to rest inverted. Lusk simply rode around the downed Suzuki rider and into the lead.

"My bike tipped upside down and (I) couldn't save second," McGrath said. "I cannot believe I did it."

"When I saw him (McGrath down), I tried not to let it go through my mind that I just passed Jeremy for the lead," Lusk said. "But once I came around and Steve (Butler, Lusk's tuner) said, 'two laps,' I thought, 'oh oh.'"

After having just passed Bradshaw and then Windham for third, Ward came around the turn and slammed into the back of McGrath, who had just swung his leg over his bike and was trying to get going up the face of a double jump. Ward barely saved it, but not before Windham went by both riders.

"I was in a real good battle there with Windham and Bradshaw," Ward said. "I think I was a little stronger there at the end and passed them both, but when McGrath picked his bike up I thought for sure he would go. I don't know if he had a rock (stuck in his wheel) or what, but I rear-ended him and I almost looped out."

Ward still managed to get around McGrath, as did Bradshaw.

With just two laps to go, Lusk found himself with a huge lead over Windham, followed by Ward, Bradshaw and McGrath. Wanting to salvage as many points as possible, McGrath went after Bradshaw with a vengeance on the last lap and ducked underneath him in the turn before the checkered flag to take away fourth place.

"I knew I had to get him (Bradshaw)," McGrath said. "That was a big pass. He was trying to block me, block me, and he cased a triple, and he went inside on that (last) corner. I knew what he was doing, I thought out his whole plan before, and I just went to the outside and turned inside."

Lusk had plenty of time to slow his pace considerably on the last lap, taking the checkers some three seconds ahead of his teammate.

"I saw I had 10 seconds (on the last lap), I thought I could just cruise on in," Lusk said. "I'm pretty happy."

"It feels great," Lusk added. "It's not quite as exciting (as his first win at Orlando) 'cause not everybody is here from my family. I mean it's great. Jeremy made a mistake and I ended up winning it, but I'll take 'em any way they come."

"I had really no plan but to go out there and survive," second-place Windham said. "I had to dig deep because I haven't been riding for a while, kind of wasn't riding as smooth as I would've liked to, but what can I expect for being off for so long? I'm just happy to survive this thing."

Way back in the sixth-, seventh- and eighth-place positions, Emig, Albertyn and Hughes were going at it tooth and nail. Albertyn knew that passing Emig would greatly help his teammate's (McGrath) cause but had to play it safe because Hughes, Emig's teammate, was hounding him. Their struggle went down to the late stages when Hughes got by both Albertyn and Emig, then Albertyn bobbled, letting Kiedrowski by. Hughes finished close to Bradshaw in sixth, followed by Emig, Kiedrowski and Albertyn.

As far as Emig, he was disappointed with the way his evening turned out. He was unavailable for comment afterward, but his team manager, Bruce Stjernstrom, said, "He (Emig) admitted that since last Friday (practice) that he hasn't felt like himself. I don't know, he just says he hasn't felt right. I think it's just been an off week for him more than anything. He's fine, he's 100 percent, no injury. He says the bike's fine, (he) just wasn't on."

Despite coming so close to winning and taking over the points lead, McGrath still feels good about his title hopes.

"I feel great right now," McGrath said. "My bike is working excellent, I mean, the momentum is definitely there." CN

Silverdome
Pontiac, Michigan
Results: April 12, 1997 (Round 12 of 15)

250 HEAT 1 (8 laps, 1-4 transfer to main): 1. Jeremy McGrath (Suz); 2. Kevin Windham (Yam); 3. Ezra Lusk (Yam); 4. Ryan Hughes (Kaw); 5. Greg Albertyn (Suz); 6. Phil Lawrence (Yam); 7. Todd DeHoop (Yam); 8. Grayson Goodman (Yam); 9. Anthony Pocorobba (Suz); 10. Blair Morgan (Kaw); 11. Jeff Hedden (Suz); 12. Marco Dube (Hon); 13. Jeff Tilton (Yam); 14. Christopher Pomeroy (Hon); 15. Buddy Antunez (Hon); 16. Mike Kiedrowski (Hon); 17. Barry Carsten (Suz); 18. Heath Voss (Hon); 19. Jose Demuth (Suz); 20. Karter Busse (Suz).
Time: 8 min., 1.080 sec.

250 HEAT 2 (8 laps, 1-4 transfer to main): 1. Robbie Reynard (Hon); 2. Jeff Emig (Kaw); 3. Damon Bradshaw (Hon); 4. Jimmy Button (Yam); 5. Larry Ward (Hon); 6. Ryan Huffman (Kaw); 7. Cliff Palmer (Suz); 8. Tom Clowers (Yam); 9. Joseph Oehlohof (Kaw); 10. Jason Frenette (Kaw); 11. Mike Katin (Yam); 12. Mike Jones (Kaw); 13. Thomas Barron (Suz); 14. James Eickel (Kaw); 15. William Wilson (Yam); 16. Tommy Johansson (Suz); 17. Adam Martin (Hon); 18. Tim Pospisil (Kaw); 19. Chadwick Shepard (Suz); 20. James Evans (Kaw).
Time: 8 min., 9.770 sec.

250 SEMI 1 (6 laps, 1-5 transfer to main): 1. Greg Albertyn (Suz); 2. Buddy Antunez (Hon); 3. Mike Kiedrowski (Hon); 4. Phil Lawrence (Yam); 5. Todd DeHoop (Yam); 6. Jeff Hedden (Suz); 7. Anthony Pocorobba (Suz); 8. Heath Voss (Hon); 9. Grayson Goodman (Yam); 10. Marco Dube (Hon); 11. Blair Morgan (Kaw); 12. Jeff Tilton (Yam); 13. Christopher Pomeroy (Hon); 14. Barry Carsten (Suz); 15. Karter Busse (Suz); 16. Josh Demuth (Suz).
Time: 6 min., 14.550 sec.

250 SEMI 2 (6 laps, 1-5 transfer to main): 1. Larry Ward (Hon); 2. Ryan Huffman (Kaw); 3. Cliff Palmer (Suz); 4. Mike Jones (Kaw); 5. James Eickel (Kaw); 6. Tom Clowers (Yam); 7. Mike Katin (Yam); 8. Jason Frenette (Kaw); 9. Thomas Barron (Suz); 10. Tommy Johansson (Suz); 11. Chadwick Shepard (Suz); 12 William Wilson (Yam); 13. Adam Martin (Hon); 14. Tim Pospisil (Kaw); 15. Joseph Oehlhof (Kaw); 16. James Evans (Kaw).
Time: 6 min., 17.190 sec.

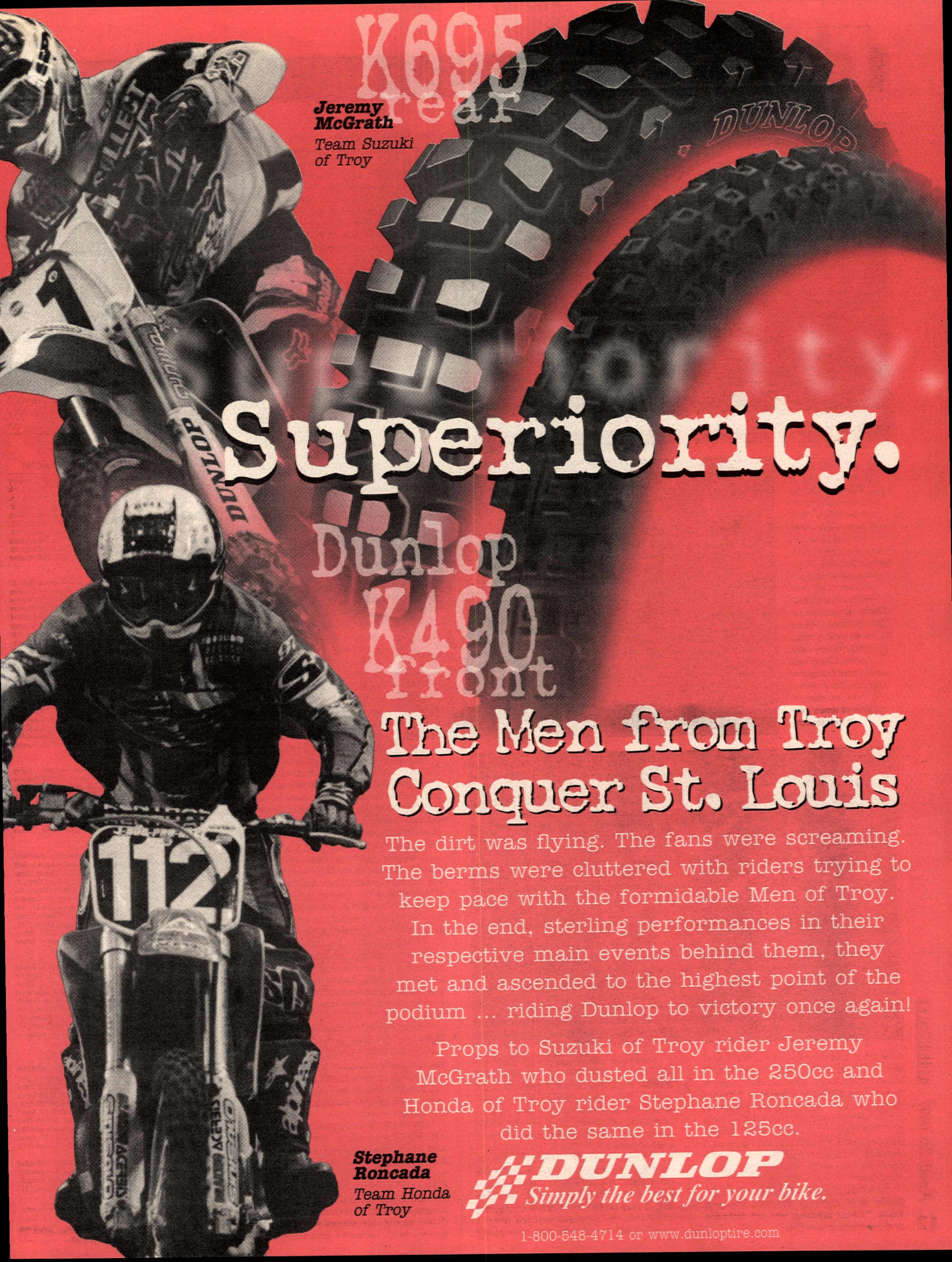
250 LCQ (4 laps, 1-2 transfer to main): 1. Anthony Pocorobba (Suz); 2. Grayson Goodman (Yam); 3. Jeff Hedden (Suz); 4. Jason Frenette (Kaw); 5. Marco Dube (Hon); 6. Tom Clowers (Yam); 7. Mike Katin (Yam); 8. Chadwick Shepard (Suz); 9. Joseph Oehlhof (Kaw); 10. Karter Busse (Suz); 11. Jeff Tilton (Yam); 12. Tommy Johansson (Suz); 13. Thomas Barron (Suz); 14. Christopher Pomeroy (Hon); 15. William Wilson (Yam); 16. Tim Pospisil (Kaw); 17. Blair Morgan (Kaw); 18. Adam Martin (Hon); 19. Heath Voss (Hon); 20. Barry Carsten (Suz); 21. Josh Demuth (Suz); 22. James Evans (Kaw).
Time: 6 min., 29.380 sec.

250 MAIN (20 laps): 1. Ezra Lusk (Yam); 2. Kevin Windham (Yam); 3. Larry Ward (Hon); 4. Jeremy McGrath (Suz); 5. Damon Bradshaw (Hon); 6. Ryan Hughes (Kaw); 7. Jeff Emig (Kaw); 8. Mike Kiedrowski (Hon); 9. Greg Albertyn (Suz); 10. Phil Lawrence (Yam); 11. Robbie Reynard (Hon); 12. Jimmy Button (Yam); 13. Buddy Antunez (Hon); 14. Cliff Palmer (Suz); 15. Grayson Goodman (Yam); 16. Todd DeHoop (Yam); 17. James Eickel (Kaw); 18. Mike Jones (Kaw); 19. Anthony Pocorobba (Suz); 20. Ryan Huffman (Kaw).
Time: 20 min., 49.390 sec.
Margin of Victory: 3.005 sec.

250 1-900-PRO-RACE AMA SUPERCROSS SERIES POINT STANDINGS (After 12 of 15 rounds): 1. Jeff Emig (234/4 wins); 2. Jeremy McGrath (232/2); 3. Ezra Lusk (199/2); 4. Larry Ward (193); 5. (TIE) Greg Albertyn/Mike LaRocco (164); 7. Doug Henry (150); 8. Damon Bradshaw (126); 9. Jimmy Button (125); 10. Ryan Hughes (96); 11. Mike Craig (91); 12. (TIE) Phil Lawrence/Steve Lamson (81); 14. Mike Kiedrowski (79); 15. Damon Huffman (78); 16. Brian Swink (58); 17. Ryan Huffman (55); 18. John Dowd (49); 19. Cliff Palmer (41); 20. Kevin Windham (39).

KTM JR. SUPERCROSS CHALLENGE: 1. Kurtis Lee; 2. Jay Jackson; 3. Caleb Jorgensen; 4. Joe Lazzaretto; 5. Nicole Pagliarella; 6. Kyle Ditcher; 7. Brandon Rose; 8. Damon Bauer; 9. Tyler Halka; 10. Danielle Tovar; 11. Cassaundra Regal; 12. A.J. Fitch.

Upcoming Rounds:
Round 13 - Charlotte, North Carolina, April 19
Round 14 - Dallas, Texas, April 26


K695
Rear
DUNLOP
Jeremy McGrath
Team Suzuki of Troy
Superiority.
Dunlop
K490
Front
The Men from Troy Conquer St. Louis
The dirt was flying. The fans were screaming. The berms were cluttered with riders trying to keep pace with the formidable Men of Troy. In the end, sterling performances in their respective main events behind them, they met and ascended to the highest point of the podium ... riding Dunlop to victory once again!
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AMA Eastern Regional 125cc Supercross Series Round 6: Silverdome

(Left to right) Windham, Lusk and Ward celebrate on the podium.

Roncada prevails

By Kit Palmer
Photos by Kinney Jones

PONTIAC, MI, APR. 12

In a race that saw three lead changes and another sure win blown, Honda of Troy's Stephane Roncada prevailed for the second week in a row in the Eastern Regional 125cc Supercross Series main event at the Silverdome.

Roncada got away in sixth place, while series points leader Tim Ferry fought his way to the front at the start of the 15-lap race. Ferry, seeking his first win of the series, was in good shape to get that first win, especially when you take into account that the red-hot Ricky Carmichael had crashed on the first lap and was back in 13th place.

However, Ferry was not expecting Honda's Scott Sheak to come on so strong, and the series points leader soon found himself hanging on for the lead. Sheak eventually got around Ferry as did a hard-charging Roncada, and the factory Honda rider started pulling away. Now Sheak was in the position to score his, and Team Honda's, first win of the season, but a small crash on the 10th lap ended all that. Suddenly, Roncada was the front-runner with five laps to go. Ferry could not get that extra drive to challenge Roncada and would settle for yet another second-place finish (his fifth of the season).

But perhaps the ride of the night was turned in by Carmichael, who went down over a double jump during the first lap and resumed in 13th place. The Pro Circuit/SplitFire/Kawasaki team rider quickly began picking off riders one, sometimes two at a time, and would finish a remarkable third after the 15-lap race.

Sheak continued having problems and would finish a disappointing fourth, while Jim's Motorcycle Sales' Jim Neese put in a strong performance to round out the top five.

Despite not having won a race yet, Ferry enjoys a modest 13-point lead over Roncada going into the final round of the series next week at Charlotte Motor Speedway. Should Roncada win, Ferry would need to finish ninth or better to clinch his first championship.

Carmichael is third in points but has no chance of catching Ferry.

Moto XXX/O'Neal's Brian Deegan jumped out to the early lead in the first 125cc heat race and would lead the way for two laps before giving way to both Roncada and Suzuki support rider Charlie Bogard on the same lap. Bogard hung with Roncada for a while before Roncada started pulling away ever so slightly.

By the halfway point, the top positions were fairly spread out with Roncada leading the the pack across the finish line ahead of Bogard, Deegan, Sheak, Bromley Suzuki's Barry Carsten, Neese and Yamaha rider Jeromy Buehl.

The second heat race was an all-Carmichael affair as he led from start to finish. Ferry was Carmichael's only real threat, though that threat came only in the early stages of the race. Carmichael was able to put some distance on the Suzuki rider before taking the checkers. Third went to Team Green/HSKS of Ocala's Paul Currie, who edged out Kawasaki of Carrollton's Jeff Dement at the finish.

F&S Suzuki's Jeff Hedden won a close race over Chaparral/Yamaha's Greg Schnell in the last chance qualifier. Kawasaki rider James Evans and Honda-mounted Ryan Duff finished third and fourth, respectively, filling out the last two spots available in the 125cc main.

Ferry edged out Dement for the holeshot in the main event, with Carmichael slipping into third, Neese fourth, Sheak fifth and Deegan sixth. Deegan would pull out after the first lap, handing Roncada sixth.

Trying to make a move on Dement over a tricky double-jump section, Carmichael went down, and by the time he could get going again more than half the pack had raced past.

On the second lap, Sheak got around Neese for second as did Roncada for third a lap later. Ferry looked to be in command, but Sheak had other thoughts.

Sheak slowly chewed away at Ferry's small lead and would soon be trying to pass the Suzuki rider. Ferry lost some momentum when he got kicked over a double jump and was forced to double the following triples. This allowed Sheak to catch right up to Ferry and, two laps later, Sheak tripled right past the Suzuki rider and claimed first place.

Meanwhile, Roncada had worked his way into third and was now pressuring Ferry. A lap later, Roncada cut underneath Ferry in a turn and passed him for second then rode right around Sheak, who had lost his front wheel in a rut and crashed. Both Roncada and Ferry got by before Sheak could get going again. Sheak just couldn't get his rhythm again and nearly crashed in the exact same spot a lap later. Before the race was over, Sheak would fall over again, giving Carmichael, who had just gotten around Neese, an easy ride into third place.

Roncada pulled away from Ferry and would go on to take the checkered flag with three seconds over Ferry. Carmichael finished an amazing third, followed by Sheak and Neese. Dement came in sixth, Carsten seventh and Currie eighth. Bogard and Schnell rounded out the top 10, respectively.

"I feel happy," Roncada said. "I started far away. I saw Ricky and Sheak and those guys up front (off the start), and I thought, 'Ah, it's going to be very hard to finish first.' Then I saw Ricky fall, so I thought I had a good chance to win. I came up very fast. I think it was a good fight between me, Scott and Tim, and I think Tim got a little tired in the middle of the race, so I got by him then Scott slid out in the corner, so I was first."

"I was running real strong," Ferry said. "Then I made a bad mistake in the whoops, then cased something before the triple. I had two real bad laps, and they (Sheak and Roncada) were right on me. Once they got by me I stayed right with them, I don't know, I just could've ridden a little bit better. At least I'm not crashing out every race.

"I've run consistent seconds (this season), and I'm pretty unhappy with that," Ferry added. "I have one race left, a 13-point lead, that's a good thing, and hopefully I can go out with a win. That would really top the season off." CN

Silverdome
Pontiac, Michigan
Results: April 12, 1997 (Round 6 of 7)

125 HEAT 1 (6 laps, 1-9 transfer to main): 1. Stephane Roncada (Hon); 2. Charlie Bogard (Suz); 3. Brian Deegan (Suz); 4. Scott Sheak (Hon); 5. Barry Carsten (Suz); 6. Jim Neese (Suz); 7. Jeromy Buehl (Yam); 8. Ryan Clark (Suz); 9. Heath Voss (Hon); 10. Trey Owens (Kaw); 11. Eron Ezerins (Suz); 12. Lenny Baker (Hon); 13. Chad Rhine (Kaw); 14. Brad Jerominski (Kaw); 15. Adam Martin (Hon); 16. Jeremy Booher (Kaw); 17. Jeff Hedden (Suz); 18. James Evans (Kaw); 19. Tommy Johansson (Suz); 20. Robbie Skaggs (Hon).
Time: 6 min., 15.840 sec.

125 HEAT 2 (6 laps, 1-9 transfer to main): 1. Ricky Carmichael (Kaw); 2. Tim Ferry (Suz); 3. Paul Currie (Kaw); 4. Jeff Dement (Kaw); 5. Doug Dehaan (Suz); 6. Josh Demuth (Suz); 7. James Povolny (Suz); 8. Robbie Horton (Kaw); 9. Brock Sellards (Kaw); 10. Ryan Duff (Hon); 11. Greg Schnell (Yam); 12. Thomas Barron (Suz); 13. David Kratz (Suz); 14. Chadwick Shepard (Suz); 15. Kelly Smith (Suz); 16. Tim Pustelak (Suz); 17. Karter Busse (Suz); 18. Steven Herman (Suz); 19. Charles Dunaway (Kaw); 20. Kenny Bartram (Suz).
Time: 6 min., 9.930 sec.

125 LCQ (4 laps, 1-4 transfer to main): 1. Jeff Hedden (Suz); 2. Greg Schnell (Yam); 3. James Evans (Kaw); 4. Ryan Duff (Hon); 5. Trey Owens (Kaw); 6. Thomas Barron (Suz); 7. Eron Ezerins (Suz); 8. Robbie Skaggs (Hon); 9. Karter Busse (Suz); 10. Chadwick Shepard (Suz); 11. Steven Herman (Suz); 12. David Kratz (Suz); 13. Charles Dunaway (Kaw); 14. Brad Jerminski (Kaw); 15. Adam Martin (Hon); 16. Tim Pustelak (Suz); 17. Chad Rhine (Kaw); 18. Jeremy Booher (Kaw); 19. Lenny Baker (Hon); 20. Kelly Smith (Suz); 21. Tommy Johansson (Suz); 22. Kenny Bartram (Suz).
Time: 4 min., 18.290.

125 MAIN (15 laps): 1. Stephane Roncada (Hon); 2. Tim Ferry (Suz); 3. Ricky Carmichael (Kaw); 4. Scott Sheak (Hon); 5. Jim Neese (Suz); 6. Jeff Dement (Kaw); 7. Barry Carsten (Suz); 8. Paul Currie (Kaw); 9. Charlie Bogard (Suz); 10. Greg Schnell (Yam); 11. Brock Sellards (Kaw); 12. Josh Demuth (Suz); 13. Doug Dehaan (Suz); 14. Robbie Horton (Kaw); 15. Heath Voss (Hon); 16. Ryan Clark (Suz); 17. Ryan Duff (Hon); 18. Jeromy Buehl (Yam); 19. Jeff Hedden (Suz); 20. James Povolny (Suz); 21. James Evans (Kaw); 22. Brian Deegan (Suz).
Time: 16 min., 10.970 sec.
Margin of Victory: 3.004 sec.

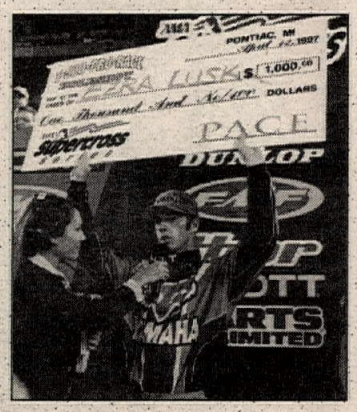
125 EASTERN REGIONAL SUPERCROSS SERIES POINT STANDINGS (After 6 of 7 rounds): 1. Tim Ferry (126); 2. Stephane Roncada (113/2 wins); 3. Ricky Carmichael (98/2); 4. John Dowd (86); 5. Scott Sheak (84); 6. Greg Schnell (81); 7. Jeff Dement (70); 8. Brock Sellards (59); 9. Robbie Skaggs (56); 10. Jim Neese (46); 11. Paul Currie (43); 12. Barry Carsten (40); 13. Chad Pederson (38); 14. David Pingree (37); 15. Doug Dehaan (35); 16. Robbie Horton (33); 17. Charlie Bogard (29); 18. Keith Johnson (26); 19. Heath Voss (22); 20. James Povolny (17).

Upcoming Rounds:
Round 7 - Charlotte, North Carolina, April 19
East/West Shootout - Las Vegas, Nevada, May 17

Briefly...

You might be wondering what happened to Team Suzuki's **Mike LaRocco** at Pontiac, as his name does not appear anywhere in the results. That's because LaRocco did not show up at the race, because LaRocco quit the Suzuki team. On Thursday night, April 10, LaRocco called team manager Roger DeCoster asking to be let out of his contract. For more details on the LaRocco situation, see In The Wind, on page 2.

Team Chaparral/Yamaha's **Jimmy Button** is still struggling with the shoulder that he dislocated two weeks ago at the Orlando Supercross. At the Silverdome, Button wore a specially made shoulder brace designed to keep his shoulder from popping out while riding. "It works really good, but it's kind of restrictive," Button said. "I can't quite move around as freely as I would like, but it's better than having my shoulder keep coming out." Button was never really a factor in the main event. He got off to a 14th-place start and could improve on that by only two positions.



The week's recipients of the 1-900-PRO RACE Holeshot Awards were **Ezra Lusk** in the 250cc class and **Tim Ferry** in the 125cc class. Lusk pocketed an extra $1000 for the accomplishment and Ferry of $500.

Rumor has it that the final round of the AMA Supercross Series in Las Vegas at the **Silver Bowl** is close to being sold out. This does not seem too surprising when you figure that the Pontiac Supercross drew 63,043 fans and the Silver Bowl only holds about 30,000. This was the fourth time this season that a supercross round has seen over 60,000 fans come out to watch the race.

Once again, the racers and fans in Pontiac were thankful for a dome stadium, as the weather outside the Silverdome was cold, wet and just plain uncomfortable. All of the major race teams spent the majority of their time inside their team haulers. Like many of the mechanics, **Ron Wood**, Ryan Hughes' tuner at Team Kawasaki, worked on his rider's bike inside the small confines of the team's trailer. "It's a little cramped in here but it's better than working out there and freezing," Wood said. The riders and teams used to pit inside the Silverdome stadium on the infield floor in years past, but there is no longer room for them to do that since the Pontiac track now incorporates nearly the entire floor of the stadium. And, as always, a small section of the track ran up into the stands and back down again.

So when was the last time **Yamaha** went 1-2 in a 250cc supercross main event? Just three months ago at LA II when Doug Henry and Lusk went 1-2. Okay, how about 1-2-3? In 1995 at the Las Vegas Supercross when Jeff Emig, Larry Ward and John Dowd filled out the podium.

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Hines pulls it off

(Left) Kevin Hines put together a "non-aggressive" ride at the Tecate Enduro and wound up tied with Ty Davis for first place. After a two-day scoring review, Hines was awarded his second Tecate victory.
(Below) Jimmy Lewis used a TM 125 to successfully defend his 125cc championship and earn third overall. Lewis later claimed not to be taking the race seriously.

By Mark Kariya

TECATE, B.C., MEXICO, APR. 5

"I don't know if I'm going to win it; it'd be neat if I could pull it off," Team Green's Ty Davis said moments after crossing the finish line at the Tecate 250K Enduro. "It'd be a miracle if I did."

The reason for his pessimism? Losing valuable minutes fixing a derailed chain on the tough last loop. "I had to take the chain guide off for that and take a rock and pound the chain back on the countershaft sprocket," Davis said. "Then pound the chain guide out so I could get the chain on. The chain was way off. I finally got going and got to the reset (which followed, but) I didn't have any time (there). I'm hoping I lost only three minutes."

Davis initially got his hoped-for miracle and went home believing he'd won. Two days later, however, scorer Mike Atkinson reported that CRE Imports/E-Line Accessories' Kevin Hines requested a review of his score, believing he had found a mistake. Upon that review and based on an interview with checkpoint personnel, Hines's score was adjusted, which ended up making him the winner of this year's enduro.

Originally, Hines's score reflected a one-minute burn of check A, which would have put him at 29 for the day. After determining he hadn't burned it, Atkinson and his crew tallied the cards again and found Hines the winner by a slim margin, 27.0815-27.0956. Rounding out the top three was Jimmy Lewis who borrowed a TM 125 from importer Pete Vetrano at the last minute in order to compete for the coveted team trophy.

This year's event was the first one since '94 (when Davis won his first Tecate Enduro) and the first since the death last year of Los Ancianos Motorcycle Club member Niles Ussery, the consummate Baja enthusiast with a dry sense of humor who seemed to enjoy nothing as much as laying out a challenging Tecate trail and listen to riders snivel about it yet show up to race year after year. Los Ancianos hosted a trail ride in '95 and '96, dedicating last year's ride to Ussery's memory.

"The course (this year) did go within a hundred yards of where we spread his ashes and had a little memorial," DeBerry said. "When we were laying out the race, we kept saying 'Grumpy' was watching us."

Another difference in this year's race was the location. Instead of Testerazzo south of Tecate, the start/finish returned to the area near Rancho Santa Veronica to the east. The club devised three loops of 45, 45 and 36 miles, mileage totaling over 150 with resets. Unusual for a western enduro but in Los Ancianos tradition, the speed average was a straight 24 mph. What was planned was a challenging first loop, back off a bit on the second (the Mag 7 lunch stop at the end of that loop also signaled the finish for Seniors and Super Seniors), then a rugged run to the finish that would leave tongues dragging. While more than one entrant reported questioning his sanity during the day, virtually everyone praised the course.

"This was a great event," Hines said. "This was top-notch. The diversity, different terrain - from sand to rocks to big berms to hills, everything. There's everything out there, and they're real creative. The club's check placement was real good this year - something I didn't remember them having in the past - putting checks in the right places so you couldn't go into sections early. The last loop they just used great creativity. It was by no means a desert race."

But even DeBerry admitted that rain and a dusting of snow two days before ensured prime conditions.

"If it hadn't rained, it would've been dusty, and we would've gotten complaints," he said.

About the only complaints heard from the 142 riders was the cold at the 7 a.m. start, but everyone knew they wouldn't be cold for long. As expected, Davis set a fast pace early.

"The first loop went good; I dropped three," he recalled. "On the second loop, I burned that one check, otherwise, I would've zeroed the whole loop. Something got screwed up - I don't know what it was. That really made me mad so I just pinned it after that. I was ticked. I hammered down. It was a flawless day until I hit that rock and the chain came off."

Unfortunately for the former National Enduro champ, Davis didn't have enough of a cushion on the field to hang onto the win.

In the battle of former Tecate champs and former National champs, Hines proved the biggest threat to Davis. Aboard his CRE 250, he reported no major problems afterward.

"I think it went good; I didn't make any mistakes," Hines said. "I didn't ride super-aggressive. I just rode within my means and had a good time. I warmed up in the morning and the last loop I just sort of maintained - didn't ride over my head. I never fell down."

The last Tecate 250K Enduro field included an Italian entrant, Davide Trolli, who, though not familiar with American-style enduros, paced off a top American and ended up with a good showing. This year, another top Italian took part. Luca Trussardi knew even less about resets and "possibles" and other nuances of the game than Trolli did. So, his American "manager" Tom Thrailkill gave him a crash course: He got Trussardi entered on Davis' minute and told the IMS Honda XR440R-mounted rider to just stay close behind the Kawasaki pilot.

(Left) Still the man: Larry Roeseler whipped his hot-rodded KLX through the sections en route to the Four-Stroke-class win and fourth overall. He has five overall wins at Tecate.
(Above) David Wood kept his feet up away from the brutal, toe-crushing Tecate rocks to post the Vet-class win and finish fifth overall.
(Below) After 100 terrain-battling miles, the Mag 7-hosted lunch stop was a welcome sight. Open-class winner Nick Pearson (left) and Ty Davis (right) discuss the course at the front of the line.

Trussardi followed the instructions precisely.

"He's a good rider," Davis said. "He stayed with me most of the day. He's really fast in the rocks and the four-stroke, I think, was helping him there. But he'd get tired, and he would kind of fall back a little bit in some sections. But most of the day, he stayed right there."

Lacking both enduro equipment and American enduro rules knowledge, Trussardi definitely did not lack speed, and that's precisely what Trussardi used nearly all day in one of his first rides on a thumper. That strategy put him near the top of the leaderboard after the first two loops, and things looked good for a top-three finish. But as seasoned enduro racers know, you must have backup systems on which to rely when it comes to keeping time American-style. So, when Davis dropped by the wayside to work on his derailed chain on the last loop, Trussardi lost his timekeeping equipment (Davis) and faced a difficult decision - keep going or wait around?

Trussardi kept going. He dropped a minute at the following check then apparently blew through a reset, because he burned the next check by six minutes. An instant 27 points and an instant plummet from first Four-Stroke to third. But he still had an enjoyable time.

"Sorry, bud," Davis joked later. "Next time you'll stop and help me, won't you?"

Lewis, in third overall with 33 points dropped, repeated his 125cc win of '94, despite claiming, "I'm not serious about this at all. It was, like, perfect traction all day, and I got to ride a 125 - I like doing that. I usually win the 125cc class, the Pee-Wee class. Actually, the only reason I'm here is because we wanted to win the team thing, so we put a pretty strong team together (Lewis, Vet runner-up Dave Donatoni, top D-37 enduro racer Erik Mattson and Paul Ostbo). We had team training sessions - except for Ostbo; he lives up in Washington, so we told him to get on a plane and we'd take care of everything else."

It was not to be, however, as the Northern California quartet of Vet winner and fifth overall David Wood, Four-Stroke runner-up and sixth overall Scott Meyer, and Marty Walden put in performances that, combined, were just a bit better, 225-238.

Semi-retired five-time winner Larry Roeseler proved he's still a threat at Tecate with a fourth overall, first Four-Stroke, showing on his Stroker Speed Equipment KLX350R. Before saying anything about his ride, however, the Team Green racer simply had to praise the course: "I had a blast," Roeseler said. "I actually surprised myself. The bike worked excellent. I rode a little fuzzy at first - a little rough around the edges - but I sort of started getting into it more after the first lap. The trail was excellent with the rain. They did a real good job with the checks. It was just really bitchin', it really was. Then, the last lap was a little tougher, and I was pumped. I just said I'm going to put my head down and really try, and the last lap I think I did better. I just had a great time."

Though he trailed Trussardi until the last loop, Roeseler emerged with a class-leading 35, 10 points ahead of class runner-up Meyer, who was the first big-bore thumper on his Husky 610.

Other class winners included KTM's Nick Pearson in the Open division, making a rare appearance in a non-desert event; Jim Beauchamp in the Senior class; and Bob Bell in the Super Senior division. CN

Tecate 250K Enduro
Tecate, B.C., Mexico
Results: April 5, 1997

O/A: 1. Kevin Hines (CRE); 2. Ty Davis (Kaw); 3. Jimmy Lewis (TM); 4. Larry Roeseler (Kaw); 5. David Wood (Hon); 6. Scott Meyer (Hus); 7. Nick Pearson (KTM); 8. David Donatoni (Hon); 9. Duke Lambert (Hon); 10. Luca Trussardi (Hon); 11. Russell Pearson (KTM); 12. Grant Palenske (Yam); 13. Paul Ostbo (Hon); 14. Jeff Kaplan (Kaw); 15. Eric Von Urff (Hon); 16. Destry Abbott (KTM); 17. Marty Walden (Suz); 18. Bryan Bruning (Yam); 19. Erik Mattson (Hon); 20. William Diaz (Hon).

125-200: 1. Jimmy Lewis (TM); 2. Scotty McManus (Hon); 3. Mike Jankowski (Kaw); 4. Ethan Forward (Kaw); 5. Brent Harden (Yam).

201-250: 1. Kevin Hines (CRE); 2. Ty Davis (Kaw); 3. Russell Pearson (KTM); 4. Bryan Bruning (Yam); 5. Erik Mattson (Hon).

251+: 1. Nick Pearson (KTM); 2. Destry Abbott (KTM); 3. William Diaz (Hon); 4. Sam Rames (KTM); 5. Will Mundy (Kaw).

4-STRK: 1. Larry Roeseler (Kaw); 2. Scott Meyer (Hus); 3. Luca Trussardi (Hon); 4. Paul Ostbo (Hon); 5. Tim Staab (Hon).

VET: 1. David Wood (Hon); 2. David Donatoni (Hon); 3. Duke Lambert (Hon); 4. Grant Palenske (Yam); 5. Jeff Kaplan (Kaw).

Briefly...

Tecate is often a National-caliber race, and **Ty Davis** recalls: "My very first enduro was this one on an XR600. Kevin Davis (no relation) was on my minute, and I didn't know anything about timekeeping. My dad gave me this old timekeeping thing, and I rode - stopping constantly to figure out, 'Am I ahead? Am I late?' - and finally Kevin goes, 'Just follow me.' So he kept time for me in the timekeeping stuff and waved me on in the tough sections. I got fourth overall." He followed that up with a fourth on an ATK thumper the next year.

Tecate entry **Mike Schexnyder** used to race motocross until retiring a decade ago to go into construction. He did a bit of go-kart and personal watercraft racing but rarely rode two wheels and had never ridden an enduro. Asked what he expected of Tecate, he replied, "I never heard of it. Ty (Davis) talked me into this, and I agreed - not too easily. He didn't take me for a ride until Thursday so it didn't give me enough time to back out." Davis pre-entered Schexnyder, as well, "So, actually, I've got to pay him back. He kind of coached me along, and I figured, 'He's not going to put me through anything I can't do.'" Schexnyder DNFed with an ankle injury on the second loop but had only good things to say about the event. "It was fun. I would do it again. I want to do it next year. I'm going to start training, get back in shape and do a little riding. I like the enduro thing a lot better than motocross."

Thirteen-year-old **Brent Harden** is probably the youngest rider on the smallest bike (a Yamaha YZ80) to ever ride Tecate. Normally a desert racer and motocrosser, he said: "My dad wanted me to come out and try it, so I did. It's a lot longer and more tiring than MX or desert. The second loop I got tired." His father, Scot Harden, of KTM, admitted, "Yeah, we had to have a little pep talk out there on the second loop." Both Hardens rode together on a late row with the goal being to get to the lunch stop, which they achieved.

Paul Ostbo believed he had a near-factory ride set when asked to ride on the Dave Donatoni/Jimmy Lewis/Erik Mattson team, because all he needed to do was fly down from Washington with his gear, get to Tecate and ride a bike borrowed from Honda desert racer Johnny Campbell. Since he arrived at the start/finish camp site at 9:30 p.m., the night before the start, he didn't have a chance to go over the bike, and when he saw it the next morning, he discovered it was a pre-run bike that still had Baja-fast gearing and tires with 300 miles on them. Nonetheless, the unflappable Ostbo proceeded to have a good time and earned fourth in the four-stroke division.

Ty Davis had people thinking the bike he rode at Tecate was nothing more than a run-of-the-mill KDX200, but it was anything but. It was a unique combination he put together, consisting of a KDX200 chassis with a KX250 engine, hence a KDX250. "I love my bike, it's so much fun to ride," he exclaimed. "In this tight stuff, it's really neat. It's a little bit lower (than a KX), and it's short. You can slide around corners and take off. I'm glad I brought it down here and rode it. The tank's narrow. I can go 45 miles on the stock tank, and I don't have to worry about a bogus (oversized) tank or a metal tank. It's so nice."

Round 4/3: Loretta Lynn's Dude Ranch

Edmondson bags the big one

(Above left) Britain's Paul Edmondson earned his first-ever AMA Grand National Cross Country win as he grabbed the overall in the combination GNCC/National Hare Scrambles round at Loretta Lynn's Dude Ranch.
(Above) The pack attempts to ascend a muddy hill.
(Left) Scott Plessinger stops for fuel en route to his second-place finish.

By Jim Talkington

HURRICANE MILLS, TN, APR. 6

Paul Edmondson and his Suzuki crew have been saying that it was just a matter of time before the British rider would make his mark on the AMA Grand National Cross Country Series. At Loretta Lynn's Dude Ranch he did just that, taking the overall win for his first-ever GNCC victory and his second career National Hare Scrambles win - a series which he now leads after three rounds.

With less-than-stellar finishes east of the Mississippi so far this season, Edmondson would have been considered a long shot by most to win Loretta Lynn's combined GNCC and National Hare Scrambles series event. After winning the Hollister, California National Hare Scrambles, the 27-year-old Brit crashed in the opening GNCC round in Ocala, Florida, and has been struggling not only to keep pace, but also just to see the finish line in 50 percent of his season-to-date GNCC entries. Overcoming the difficulties of dealing with a new country, new competitors and a foreign form of off-road competition, Edmondson put it to the Yanks by bagging the Loretta Lynn's victory, one of the premier off-road racing events on the AMA calendar.

Team KTM's Scott Plessinger settled for second after battling Edmondson for the race's entirety, finishing 34 seconds down after three hours and six minutes of racing. A wide margin separated the rest of the pack with Scott Summers, Steve Hatch and Rodney Smith filling out the top five, each separated by at least two-minute margins.

Race morning dawned warm and sunny, a welcome relief from the previous day's downpour which threatened to turn the course into a quagmire. In the Pro pits, riders made precautions in the event that mud became a factor, but the cooperation of mother nature left the course in ideal condition by the noon start time. Moderate winds and a cloudless sky dried the 11.5-mile course to perfection, the western Tennessee woods and spectator motocross area greeting a 300-rider field with the usual mix of challenging Racer Productions obstacles and challenges.

Absent from the day's sign-up sheet were two of team Yamaha's top cross country riders, Duane Conner and Fred Andrews. The GNCC national number four and five riders, respectively, were both home with injuries which left them unable to ride. Washington, Pennsylvania's Conner sustained a broken forearm while practicing just days prior to the event when he came up short on a double jump on teammate Randy Hawkins' South Carolina practice track. Andrews, meanwhile, was home in Ohio, recuperating from a cracked vertebra he suffered in a spectacular endo at the start of the South Carolina GNCC round. Andrews hopes to return to the series by round six while Conner will most likely be out until after the mid-season break.

Twenty-two pro riders made up the first wave at the starting line with Team Honda's GNCC champ Scott Summers lined up next to National Hare Scrambles Champion Team Suzuki's Rodney Smith. For the first of two times this season, both riders wore number one on their rides since they would be competing in a race which paid points for both series.

Summers has come to regard Loretta Lynn's as something of a "home track" and would be a favorite going into the event. The Dude Ranch typically draws a large number of spectators from his native Kentucky and the XR pilot has notched numerous wins there to bolster his confidence, claiming victory in five of his last six attempts. Smith had also won here previously when Summers failed to finish in 1994. Still nursing a sore knee from the previous round two weeks ago, Smith would put in a good ride for the day but would not be able to challenge the top positions.

Bursting from the dead engine start it was GNCC points leader Steve Hatch in the point position. As the field rounded the first left-hand turn and disappeared over the steep hill in spectator view, it was Hatch, Yamaha's Doug Blackwell and Plessinger comprising the lead trio

while the rest of the field took full advantage of the multi-line hillclimb to try and better their positions. Summers and Smith were mired in midpack at this point and Hawkins suffered a dismal start, his Yamaha coming to life seconds after the pack had disappeared from view. The day would get no easier for the National Enduro Champion but determination would eventually bring him to the top 10 by race's end.

After one lap of racing, Edmondson had worked his way into the lead, followed by Plessinger, Blackwell, Hatch, Smith, California's Brian Garrahan, GNCC national number-nine Frank Keegan and Hare Scrambles National number three Jason Dahners. Brian Keegan was ninth and Summers completed the top 10 - with all 10 passing through the electronic scoring tent within 30 seconds of the leader.

By lap two, Edmondson, Plessinger and Blackwell had broken away from the pack and would race among themselves, each rider taking an opportunity to head the field. In his most inspired ride of the season, Blackwell spent much of lap three out in front before a miscue put him out of the race on the following circuit.

"I hit a hole really hard and jammed my back," Blackwell said. "I didn't actually crash, I just compressed it and fell off of the pace. After that, anytime I'd hit a bump it felt like a jackhammer hitting me. I was falling so far back that I just decided I'd better pull off."

Hawkins also encountered misfortune midrace and escaped without injury, but not without complication. After crashing on a downhill, he was pinned under his bike until able to kick free. In the interim, enough gas had escaped through his Yamaha's tank overflow to leave him later stuck trackside, out of fuel. Help from another rider got Hawkins back on the track, where he found himself once again challenged with making up a sizable time deficit.

With Blackwell out of the picture, Plessinger and Edmondson were left alone to battle for the lead, entering the white-flag lap a scant six seconds apart. Summers had ascended to third by this point after overcoming a day filled with nagging glitches including a broken Camelbak and a bout with allergies. Before the event, Summers' eyes were red and swollen and he explained that in just the past couple of years he'd found himself displaying symptoms of allergies.

"This (the allergies) has just come about in the last couple years," he said. "They bothered me a bit at Ocala but here they're really bad. My eyes are super sensitive right now. I'll have to see a doctor when I get home."

Ocala winner Hatch trailed Summers by over a minute into the final lap and his teammate Smith held fifth position, an equal distance to the rear of Hatch. They would finish that way. Running as low as ninth at one point, Smith overcame the pain of re-tweaking his delicate knee on the second lap and spent most of the event riding by himself, as did most of the pack, save for the lead duo.

Running together on the last lap, Plessinger would see his race come undone and the lead slip from his grasp with only a few miles to go.

"I tried to pass Paul (Edmondson) on the last lap and I hit a tree and jammed my wrist," he said. "I couldn't hold on after that. I tried to stay as close as I could but I just couldn't hold on."

With Edmondson all alone out front with only a few miles to go, the Team Suzuki crew began celebrating victory, a celebration which could have been their undoing had Plessinger not encountered problems. Awaiting the inevitable victory at the finish area, Edmondson's support crew watched, bewildered, as their rider pulled into the Suzuki pit just a few hundred yards from the finish, out of gas. Luckily for the yellow team, the likable Brit was able to get gassed and away with a comfortable lead still intact.

"I had a bit of a panic on the last lap there... I ran out of fuel," Edmondson said later. "I'd go over the jumps and it was starving (for gas). I ran out of fuel right by the Suzuki pits."

Edmondson attributed much of the win to a recent trip home to England.

"I went back home for 10 days to see the wife (who is expecting the couple's first child this month) and basically rode every day," he said. "This has been the first time that I've been able to ride every day since Ocala. It made a big difference."

Though listing his home as Brea, California (Suzuki's U.S. headquarters), Edmondson is living out of a new motorhome while traveling from race to race and returned from his native England obviously rejuvenated and ready to make a go at the championship.

Plessinger's runner-up finish was his second in as many events, both times seeing potential victory slip from his grasp on the final lap. Plessinger had tried to avoid a last-lap showdown by breaking away early but his efforts were thwarted.

"I tried to break away early and it didn't work," Plessinger said. "We got into lappers and everybody caught up to me. I tried to pull away from him (Edmondson) with two laps to go and it didn't work, then he caught up to me and passed me and I made a mistake on the last lap and it really cost me. After I hit the tree and fell down, I picked my bike up and started getting hot and my legs started going away... I just decided to ride in (in second). He rode a hell of a race."

Current GNCC champ Summers filled out the podium, finishing two minutes behind Plessinger. While many looked for one of Summers' seemingly impossible come-from-behind charges, it simply didn't materialize on this day.

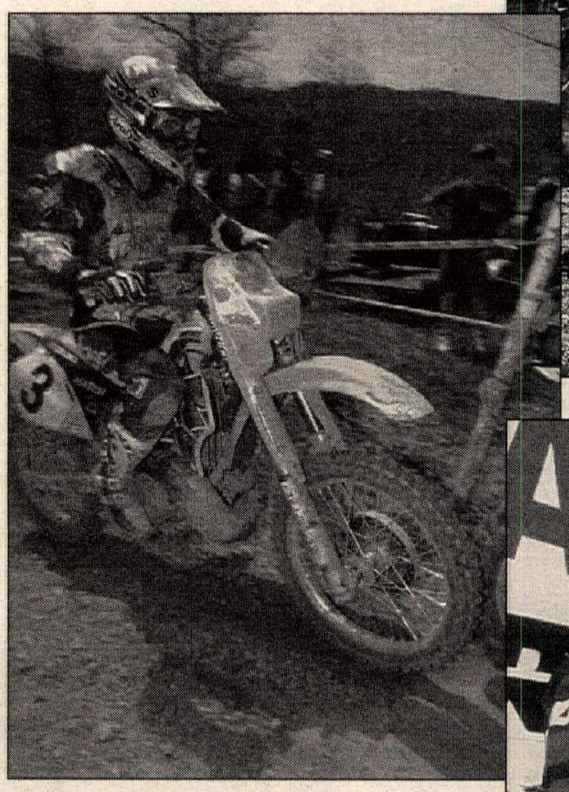
"It took me a little longer than normal to get around a few guys," Summers said. "I was probably seventh or eighth for two laps. I slowly started making my way up (through the field) and by the time I got up to third, Paul and Scott had a pretty good lead. I couldn't gain any on them and I'd spent a little too much energy in the first couple of laps trying to get around lapped riders."

Summers also commented on the emergence of Edmondson's potential while on the podium, saying, "I've got to take my hat off to Paul Edmondson... to all of those people who said that he couldn't win a GNCC, well, they were wrong."

In fourth place and four minutes behind Summers was Hatch, who retains his GNCC series points lead though finishing out of the top three for the first time in the four series events to date. Smith followed his teammate home three minutes later.

Team KTM's Jason Dahners, who is contesting both series, claimed the sixth spot, while Indiana's Mike Sampson was the top-placing Kawasaki, in seventh. Garrahan made the trek from California to take eighth, while GNCC regular Brian Keegan and Hawkins filled out the top 10.

The top-finishing non-Pro rider was Jimmy Jarrett in 11th overall and first 250cc A. CN



(Above right) The ones. With the Loretta Lynn's round combining two series into one event, both Scott Summers (left) and Rodney Smith (right) were able to wear their championship plates.
(Above) Steve Hatch finished third on his Suzuki, though he wasn't close to the top two.
(Right) Edmondson sprays the bubby while Summers and Plessinger watch.

Loretta Lynn's Dude Ranch
Hurricane Mills, Tennessee
Results: April 6, 1996

PRO: 1. Paul Edmondson (Suz); 2. Scott Plessinger (KTM); 3. Scott Summers (Hon); 4. Steve Hatch (Suz); 5. Rodney Smith (Suz).

OPEN -A: 1. Rodney Judson (ATK); 2. Scot Hofmann (KTM); 3. Dave Gunn (KTM); 4. Brian Sovak (Kaw); 5. Michael Grizzle (KTM).

250 A: 1. Jim Jarrett (Yam); 2. Daryl Conner (Yam); 3. Ross Benson (Suz); 4. Todd Morain (Yam); 5. John Bennett (Yam).

200 A: 1. Heath Bennett (Yam); 2. Scott Phelps (Kaw); 3. Corey Parlin (Yam); 4. Kevin Creekmur (Yam); 5. Troy Goetz (KTM).

4-STRK A: 1. Harvey Whitaker (Kaw); 2. Ronnie Burnfield (Suz); 3. Darius Lattea (Suz); 4. Curt Wilcox (Suz); 5. Don Bohn (KTM).

VET A: 1. Thomas Carson (Suz); 2. Tim Shephard (Yam); 3. Ronald Palermo (Suz); 4. Jeff Murgel (Yam); 5. Robert Kirchner (Suz).

SR A: 1. Steven Hashman (Suz); 2. Gallie Ward (Yam); 3. Mike McCarren (Yam); 4. Robin Miller (Yam); 5. Joseph Hull (Yam).

OPEN B: 1. Jason Jarvis (KTM); 2. Troy Wertz (Kaw); 3. Norman Richards (KTM); 4. Tripp Yharpe (KTM); 5. Michael Evers (KTM).

250 B: 1. Jonathan Wendell (Suz); 2. Jeff Anderson (Kaw); 3. Josh Scott (Kaw); 4. Paul Allen (Yam); 5. Daniel Beck (KTM).

200 B: 1. T. J. Piro (Suz); 2. Darrell Adams (Yam); 3. Kyle Peacock (Kaw); 4. John Craig (Kaw); 5. Daniel Janus (Hus).

4-STRK B: 1. Shane Munger (Suz); 2. Scott Martin (Kaw); 3. Billy Chapman (Hon); 4. Dave Heider (Suz); 5. Daniel Falger (Hon).

VET B: 1. Gerald Greene (Yam); 2. Timmy Pool (Kaw); 3. Clark Munger (Suz); 4. Daniel Kendra (Yam); 5. David Molnar (Suz).

SR B: 1. Mark Mihalik (Kaw); 2. Michael Schwartz (Suz); 3. Mark Yukevich (Yam); 4. Gary Maxwell (KTM); 5. Raymond Bible (Yam).

S/SR B: 1. Don Rye (Hon); 2. Richard Scott (Yam); 3. Frank Leivan (Yam); 4. Daved Sanders (Kaw); 5. John Curran (KTM).

125/250 C: 1. Bobby Hudnall (Suz); 2. Jesse Berthiaume (Yam); 3. Jeremy Morris (Kaw); 4. David Keith (Yam); 5. Christopher Wahle (Kaw).

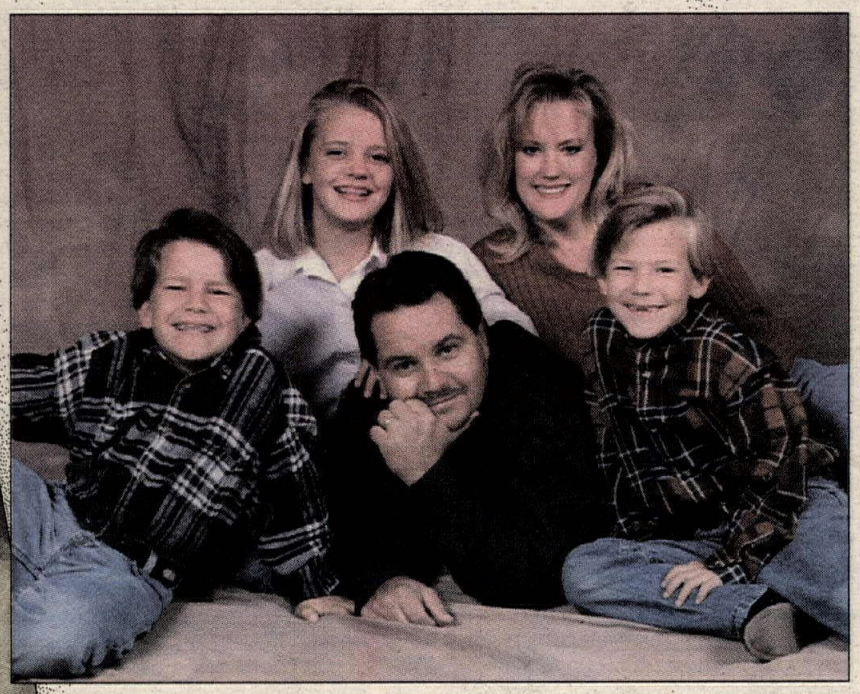
250/OPEN C: 1. Rick McAtee (Yam); 2. Bob Hudnall (Suz); 3. Mark Hutchinson (Yam); 4. Dave Sheehan (Hon); 5. Kent Busse (Kaw).

S/SR A: 1. Wayne Beatty (Yam); 2. Dennis Wegner (Yam); 3. John Gallagher (KTM); 4. Ted Kilvington (Kaw); 5. David Pierce (Yam).

WMN B: 1. Kathy Nielsen (Kaw); 2. Amanda Mastin (Suz); 3. Laranda White (Hon).

Upcoming Rounds:
GNCC
Round 5 - Clarksburg, West Virginia, April 20
Round 6 - Brownsville, Pennsylvania, May 11
Hare Scrambles
Round 4 - Good Springs, Pennsylvania, April 13
Round 5 - Kahoka, Missiouri, July 27

MXer turned everything



(Left) Steve Wise as a member of Team Honda in 1982. His only supercross win came in 1979 at the Super Dome in New Orleans. (Above) Wise today with his wife Saundra and children Whitney, Joshua and Jonathan.

By Kit Palmer

You might call Steve Wise the Dick Mann of the modern motorcycle racing era.

Like Mann, Wise proved his mastery on two wheels in three very different forms of racing - motocross, road racing and dirt track. And, again like Mann, Wise was very good at all three. However, not even Mann, despite winning two AMA Grand National Championships and two Daytona 200s, can brag of having visited podiums in AMA National Motocross, Supercross, Road Race and Dirt Track competition. Wise can. Throw in a couple of made-for-TV Superbikers races that Wise won and you have one of the most talented and versatile riders ever to have thrown a leg over a motorcycle. And probably one of the most interesting.

Wise never won a championship. But had motos been run 30 minutes instead of 40 as they were in the 1970s and the early '80s, things might have been very different for the Texan.

"I look back on my career and it was wonderful, it was such a great experience for me," Wise says. "But I sure wish they would've run 30-minute motos back then. I would've won a *lot* of races. I probably lost 20 races in the last 10 minutes, and that's no pulling your leg. You can ask Howerton, or Glover, or Hannah, they'll tell you."

Throughout his career that spanned some eight years, Steve Wise won only one AMA Supercross and just two outdoor AMA Nationals, once in the 125cc class and once in the 250cc class, yet, he won something that many would say is more important than championships - a lot of people's respect.

Wise's motorcycling career began not much different than most other's. "My dad was a big motorcycle enthusiast," Wise says. "He'd bring home a Bultaco Pursang, or a Montesa. We'd run around the streets here in McAllen, Texas, on his race bike and he'd let me drive. Here I was, 8 years old; he'd hold on to the bars a little bit and we'd ride down the street. McAllen was a little bitty ol' town and we knew all the policemen. My dad bought a motorcycle shop, and all the policeman were coming in and we got to know them all. I'd wheelie down the middle of 10th Street and wouldn't get in trouble for it. It was wonderful. I'd take a dirt bike from my dad's shop and go up the middle of town, ride up the canal banks. I had an absolute blast."

...the works Kawasakis were so bad. And they pulled out halfway through the year.

Wise quickly went from the canals to the race tracks and immediately began turning heads. In 1973, at the age of 16, Wise won the Texas State Championship and along the way beat some fairly well-known riders, such as Jones, as in Gary, and Weinert, as in Jimmy. Wise hit a couple of the Nationals that year but had no real success, but he did capture the attention of Weinert and Jones, as well as fellow Texan Steve Stackable, who helped open some big doors for Wise.

"In 1974, Kawasaki was talking to Steve Stackable but he wanted to stay with Maico," Wise remembers. "He told them (Kawasaki), 'Hey, there's a real up-and-coming rider in Texas,' and he gave them my name. I really have to credit Stackable for that, that was really nice of him to do that. Kawasaki called and I flew out to California. I raced at Carlsbad and did okay, and they hired me."

Just 17 at the time, the still relatively unknown Wise was a factory rider with a teammate who was already well-established on the MX scene in Gary Semics. Things could not have been any better for the teenager, or so you'd think.

"That year, the works Kawasakis were so bad," Wise says. "And they (Kawasaki) pulled out halfway through the year."

What began as a dream year for Wise quickly turned to disappointment. With Kawasaki dropping out and going back to the drawing boards, Wise was forced to go back to the privateer route and bought a Honda CR125. FMF gave Wise some parts and he was off to the races again. The year wasn't all bad. He finished second to Marty Smith at a National in San Antonio, and he posted some other good finishes as well.

At the end of the '75 season, the phone rang and it was Kawasaki on the line. They wanted Wise back and again offered him a spot on their team and, with it, a "much-improved" Kawasaki works bike for him to ride. But before the '75 MX season was barely warm, Wise was again a privateer.

"The bike (works Kawasaki) handled great but just didn't have the horsepower the Honda had - I quit after three races," Wise recalls. "I said, 'I can't ride this bike.' The very next race, I won (on a privateer Honda). The neat thing was that Kawasaki called and said, 'Steve, you know, we were a little upset with you quitting, we thought you were real-

ly wrong, but you proved us wrong. You were right.' The bike (Kawasaki) was down on horsepower. It was really neat they called me up and told me that."

Talk about fireworks. That first race Wise won came on July 4, 1976, in Baltimore, Maryland. What better way to celebrate your first National win than to do it on the same day that your country is celebrating its 200th birthday? Wise recalls that day like it was yesterday.

"I remember that race so vividly because I got the holeshot in both motos," Wise says. "The first moto I was just gone; Hannah, I don't know, he got midpack. Marty Smith caught me with about five minutes to go and passed me, so I got second. The second moto, I got an incredible holeshot again and I was gone and Smith got off to midpack, and I was really thinking, 'Man, this is going to be in the bag, I've got it made.' I had about a 20- to 30-second lead and it seemed liked all of a sudden, with about 20 minutes to go, they (Wise's pit board) started going 'Smith - 15 seconds,' then 12 seconds, and he caught me on the last lap. Going down the last straightaway, I remember we went down in a dip and I moved over just a little bit and I saw his front tire come up in between me and the fence, and I just went right over to the fence and closed him off. We had one more turn to go and I ended up winning my first 125cc National. That was a very, very exciting time for me and my dad."

Following the National MX Series that year, Wise rode a Suzuki RM370 in the Trans-Am Series.

"I didn't do very well in the Open class," Wise says. "I think I ended up 12th overall; I just didn't adapt very good to the 370 Suzuki, but through the Trans-Am, Honda approached me and said, 'We'd like to talk to you.' What an exciting time for a young man from McAllen, Texas. I was just thrilled. Terry Mulligan approached me at Sears Point and said, 'We'd like for you to come over to Honda and talk to us.' My dad and I went in there and sat down and talked, and we signed a contract for $6000. But I would've signed for nothing. I rode the 125cc class that year (1978)."

Wise also landed a major sponsorship with Moto-X Fox, and his new mechanic was a sharp young man named Cliff White.

"Cliff White was my mechanic; he was the one who built my bike in 1977," Wise says. "Cliff was a fantastic mechanic. You know, back then you had to cut the frame, bend everything and all that kind of stuff. We had so much to do to the bike. We had Simons forks, Fox Air Shocks and stuff like that. That was the year Honda came out with the 23-inch front wheel, too. I did away with that and put a 21-inch wheel on it. We would try anything. I didn't do very good in '78 in the 125cc class. I think I ended up fourth or fifth. We had a lot of DNFs."

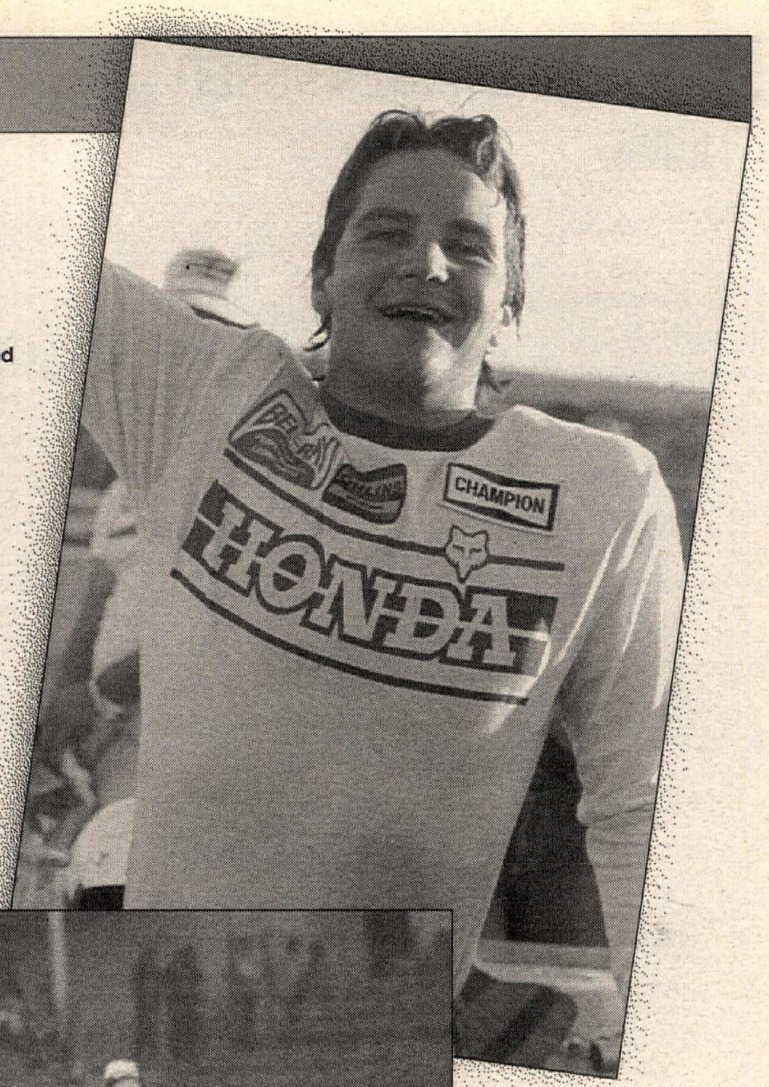
Wise, in fact, finished out the 125cc National Series in fourth, but his performance in supercross was ever-improving.

"Really, the highlight of those years (1978) was that I was really starting to come on as a supercross rider in the 250cc class," Wise remembers.

One of his most memorable moments came that following year when he won his first and what would be his last AMA Supercross, at the Super Dome in New Orleans.

"It was wonderful," Wise says of the win. "You know, I had won so many heat races before. I had been in the hunt right up to the end. I had got some seconds, but I finally pulled that one off. In '78 I almost won the Houston Astrodome both nights. Bob Hannah and I dueled for the last lap both nights and he got me. He was able to pull it off the last few laps there as he did so many other times. I had come so close so many times, then in New Orleans I finally won my first supercross. It was such a thrill. It's neat, I have it on film, and every once in a while I put it in and watch it with my boys."

My dad and I went in there and sat down and talked, and we signed a contract (with Honda) for $6000. But I would've signed for nothing.



(Right) Wise won his only 250cc National MX at Red Bud in 1980. (Below) Wise and his supercross riding style created quite a stir with the dirt trackers. Here, Wise, grabbing a handful of front brake, causes Rich Arnaiz to stall at the Houston TT in '82, which Wise won.

PHOTO BY RICK OESTRICHER

The upcoming 1980 season was filled with promise. Bob Hannah had broken his leg in a water-skiing accident during the off-season and would sit out the entire year. Now, the playing field was even, and Wise had just come off a successful 1979 season as a rookie. Plus, Honda had unveiled its radical new works bikes for the 1980 season. Wise, along with new teammate Chuck Sun, debuted Honda's revolutionary single-shock, Pro-Link rear suspension system on the new air-cooled RC works Hondas.

"Our bikes were really good," Wise recalls. "We didn't have everything dialed in, but the bikes were so light, had great power - they were really good."

I had come so close so many times, then in New Orleans I finally won my first supercross. It was such a thrill.

Wise was ready for a supercross championship, and the way he rode at the series opener in Seattle that year certainly proved that.

"I got stuck in the gate and I just about caught Mike Bell before the end of the race and he won," Wise remembers. "I mean, I came from dead last. That was probably one of the greatest rides of my life. Mike was one corner ahead of me. I was really, really stoked. The next race was Oakland and Chuck Sun was leading, and I caught him. I was trying to get around him and then we bumped and I fell down and dropped back to 10th. Then I caught back up and Kent Howerton was leading, and Howerton and I diced to the end of the race."

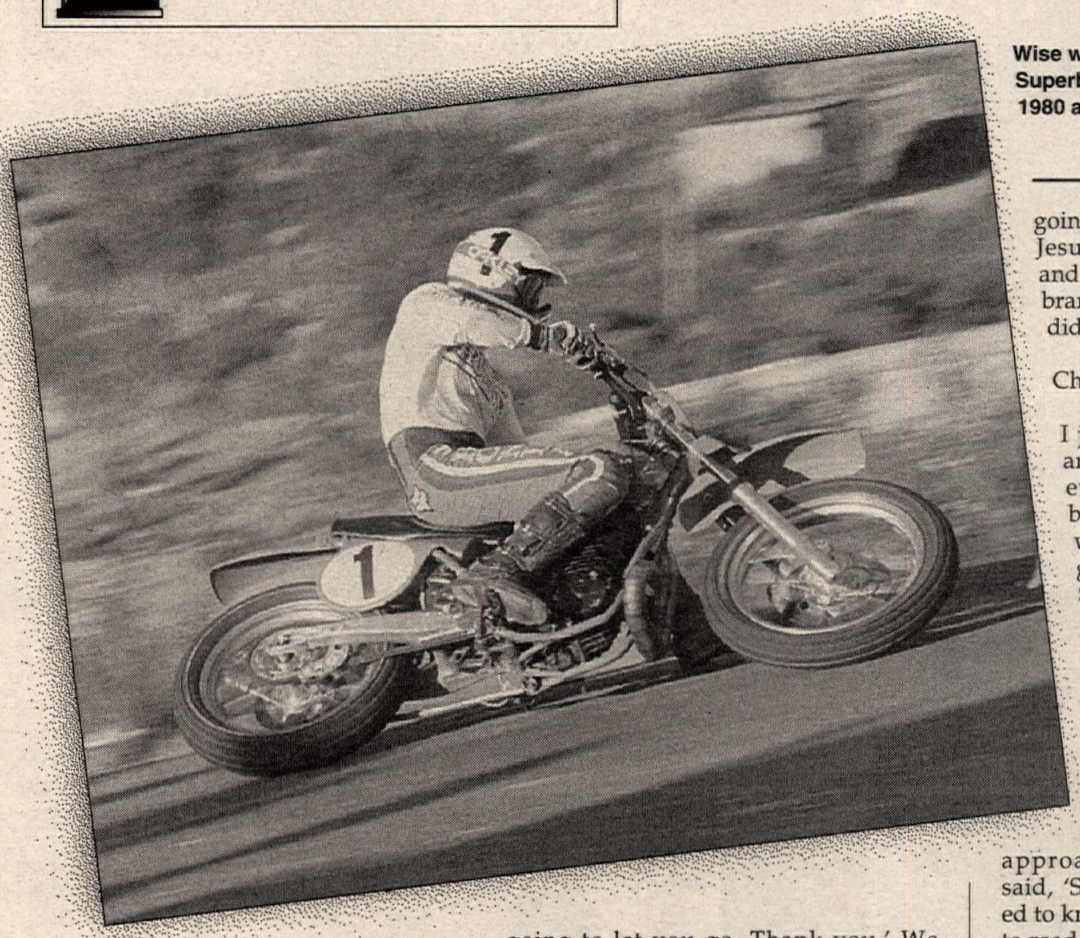
Wise was definitely a title contender. In fact, after three races (Seattle was a double-header), Wise was third in the standings behind Howerton and Bell. Wise had high hopes going into the next round in Atlanta, perhaps stay close to the leaders there and really make his move the following race in his home state of Texas. Perhaps there, at the Houston Astrodome, with the backing of the home crowd, he could win and slide into the series lead and take it from there. Of course, he would have to share the crowd's enthusiasm with fellow Texan Kent Howerton, but Wise was ready for the challenge. Houston was a big race for Wise; he knew a win here could turn his career around.

And, as it turned out, it did, but not the way he wanted it to.

"I sprained my knee and it was kind of all over after that," Wise says. "The year never came into being too much for me anymore. I did win a National that year, I should've done really good in '80. That was going to be my strong year."

Wise's sole 250cc National win that year came at Red Bud in Michigan, but the victory was hardly enough to diminish Wise's disappointment in '80.

At the end of the year, though, Wise competed in the Superbikers race in Carlsbad and won, showing his natural talent as a versatile motorcycle racer. The Superbikers race was an invitational race that pitted many top riders from three different forms of motorcycle racing, from motocross to road racing to dirt track. On specially prepared motorcycles, all the riders would compete in the three different forms of racing, and Wise outdid them all that year, beating the likes of World MX Champion Andre Malherbe, road racing World Champion



Wise won the made-for-TV Superbikers race at Carlsbad in 1980 and '81.

Eddie Lawson and dirt track's Ricky Graham. Little did Wise know at the time how much this win would affect his career later on.

Again, Wise had high hopes going into 1981, but a broken navicular bone in his wrist suffered early in the year quickly doused those expectations. In fact, the injury would, for all intents and purposes, lead to the end of Wise's motocross career.

"I couldn't get that thing healed," Wise says. "I had electromagnetic things on over night, trying to get this thing healed up and finally about the end of summer, it got better, and then that's when I almost won Unadilla."

Wise came within a small crash of winning the 250cc U.S. GP at Unadilla that year. He diced back and forth for the lead with Hannah throughout the race but hit a rock in a berm and went flying over the handlebars a few laps from the end. Moments later, Hannah crashed and Donnie Hansen assumed the lead and took the win. Wise smoked everyone in the second moto but his 4-1 score simply did not hold up to the 2-2 posted by Great Britain's Neil Hudson that day.

Wise competed in the Superbikers race again a few months later and, as he did the previous year, smoked the field, this time beating out another World MX Champion - Graham Noyce - to the finish line.

Despite Wise's bouncing back from his injury quite well, Honda chose not to renew his contract for the '82 season. Suddenly, Wise was at a major crossroads in his life. He still wanted to race, speed was in his blood, but he had no one to race for.

"Dave Arnold was the Honda team manger, and Dave was a friend of mine," Wise recalls. "He came to me and said, 'Steve, you know, we're not going to renew your contract for '82. Your second year is up and we're just going to let you go. Thank you.' We shook hands and that was pretty much going to be it with me and Honda."

Wise had come to a point in his life where things suddenly got confusing. What was he going to do?

"At the age of 24 it just seemed like I was lost," Wise says. "I didn't know what I was doing. Here I had raced all my life from the age of 14, and I was just burned out. It just seemed like, 'Is that all there is? What am I doing? Where am I headed? What direction am I going in life?'"

It was during this trying time that Wise says he turned to God in hopes of answers.

"You know, I was really looking for answers. I was really searching in my heart, then someone told me something that really shook me, that really got me thinking more.

You know, I was really looking for answers. I was really searching in my heart, then someone told me something that really shook me, that really got me thinking more.

"They (his friends) told me that if I played the song by Led Zeppelin, "Stairway to Heaven," backward, I would hear something that would scare the hell out of me. I said, 'Hey, man, lets do it,' and we did. Jimmy Page, while he's singing, he says, 'I live with Satan.' I'll tell ya, when I heard that played backward it scared the hell out of me. What it did was made me just want to know more about God, want to know more about spiritual things. What is going on? Why are we living? Why are we alive? Is there a purpose?

"There was a guy who I used to ride with all the time, and I knew he was a Christian. I thought he was kind of strange. I thought, 'Man, he's kind of weird.' But we were friends. He always told me about Jesus and that I ought to give my life to Christ and I'm thinking, 'Yeah, right, one day maybe when I'm 70 years old.' Well, he came over to my house one night, just during this time, and I just said, 'Sam, you know that I'm really going through some time - I'm losing my job with Honda, I heard this song, I'm really searching for purpose. I just want reality.' He said, 'Steve, I'm going to tell you that if you will ask Jesus Christ to come into your life and take over, your life will begin a brand-new path.' And that's what I did."

And Wise became a born-again Christian.

"My life really changed around. I just kind of got refocused again and it was the greatest thing that ever happened to me, even far beyond my racing experience. I was able to really get a solid life, I got married to my precious wife Saundra (and) if I hadn't really come to the Lord I wouldn't have been marriage material."

Another big change in Wise's life was just around the corner.

"Honda approached me and said, 'Steve, we wanted to know if you want to road race?'

Honda approached me and said, 'Steve, you know, we wanted to know if you want to road race.

"Freddie Spencer was going to Europe and, at that time, my MX contract was up. I was talking to a few of the other companies. Husky had contacted me, they wanted me to go to Europe for '82. I was talking to Suzuki a little bit - I really didn't know what I was going to do and, really, I was pretty much burned out on all the training (for motocross). When Honda offered me the deal to go road racing, I jumped on it. I said, 'Well, let's go.' We went to Willow Springs (which was) my first-ever ride on a 1000cc superbike.

"Honda wanted me because I won the Superbikers two years in a row. Eddie Lawson was with us in '81 and I was as fast or faster than him on the pavement, on an MX-type motorcycle, anyway."

At Willow Springs, Wise took his first ride on a road race bike.

"I'll tell you what, talk about a shock. You're talking about a 150-horsepower motorcycle that weighed 350 pounds. Man, I couldn't believe it. Here I am, running at Willow Springs at 150 mph. I couldn't believe how tough it was. The wind starts blowing, I remember the wind was about 40 mph, and I'm coming around turn nine trying to make these good times, right? I want to impress these troops, and I almost got off a couple of times so bad and I just looked up at God and said, 'Thank you so much for not letting me crash,' because it was unreal. I mean, I'm coming out of the corner in third gear and the front wheel would come up. I mean I couldn't believe this thing.

"That bike was incredible, the powerband? There was no powerband. That thing didn't come on until about 8 to 10 grand and here I am, a rank amateur. It would wheelie down the hill at Willow Springs. I didn't know what to do. Just hang on. I ran off the track three or four times. I was out of control."

Out of control or not, the Honda brass liked what they saw and hired Wise, who was now officially a motocrosser-turned-road racer. But there was still one hitch, as the AMA would not give Wise a pro license to road race, saying that he had to earn his pro ranking, which would take about a year to do. Wise was set to use the 1982 season on the California circuit to get that ranking, but at an AMA rules meeting Dave Arnold made a proposal that would allow the top 100 riders in motocross to get their pro ranking in road racing, just like they did with the dirt trackers. The rule was changed and Wise found himself sitting on the grid for the Daytona 200 just a few months later, where he finished seventh.

But before Daytona, Wise wanted to try his hand at dirt track racing and went to the Houston TT. Just for the fun of it.

"That was an incredible night," Wise remembers. "Sometimes people think factory riders have the absolute best bikes, but that bike (the one he rode at Houston) was a thrown-together bike. My friend Jimmy Straight was, that morning, filing the head with a rat-tail file, trying to get it to where it would have less compression so it wouldn't stall so easily in those tight turns. It basically was a stock CR480. The frame was cut to pull the rake in, and we built most of it at my house. The track that year absolutely suited me perfectly. It had gigantic jumps, but I was so sick the night before that I didn't even come for practice and I barely made it in time for qualification. I got there five minutes before qualifying stopped, and I just went one lap and qualified 36th out of 40.

"The first heat race I missed the transfer by one position, but I easily won my semi. What was so wild is that these dirt track guys, the way they set up (their bikes) and the way I was set up, were so different that I had to ride a completely different style. I couldn't come in and back it in, I'd come in there with the front brake and just stop right there in the middle of the corner and totally wreck all their momentum. That's the only way I could pass, so I did it. I was riding supercross style and they weren't used to that stuff and, man, we had some serious arguments.

"We were pitting down there and there were guys walking by cussing at me telling me off," Wise remembers. "Steve Eklund and I almost got in a fist fight. He wanted to fight me right there. He was so mad at me. I'm going, 'Hey, Steve, I'm trying just to ride my race and I'm sorry, I don't mean to be doing anything.'

"In the main event, I started on the back row. In three laps I was in third place and dicing with Ricky Graham, Mickey Fay and Mike Kidd, and we were all dicing back and forth. I'd pass in the tight turns and they'd go around me on the outside of the sweeping turns. I mean pinned, and I'm trying to work it. I couldn't slide that thing. I'm trying to hang the inside pole the best I can, use throttle control and they would

The thing would wheelie down the hill at Willow Springs, I didn't know what to do, just hang on. I ran off the track three or four times, I was out of control.

slide around the outside of me. Then I'd pass them back in the jump or the next turn. It was an incredible dice for 25 laps. Finally, with about five laps to go, I got in second place and I'm coming down on Graham. I don't know if I would've caught him but it would've been close - my back brake cable busted. Can you believe it?"

Due to his unorthodox style, Wise would find himself in controversy again at another TT when he and Rich Arnaiz tangled while dicing for the lead.

"He stalled because of me," Wise says. "I have a picture of it. Here I am stopped in the middle of the corner and he's about to run into me. You can see I've got the front brake locked on and I'm straight, and he's sliding sideways. There was nothing he could do, and he stalled it. I went on to win that race by a mile.

"Then, over the big jump, which flat track people had never seen, I lifted up my hand off the handlebar and shook it in the air, and that totally freaked them out. Back then you just didn't do that. The press agent at Honda met me after that race, grabbed me and said, 'Steve, if you can continue on this thing we are going to make you a star.' He said, 'What you did right then, the crowd went absolutely nuts,' when I shook my hand in the air, about 20 feet off the ground, hit the jump fourth gear, wide open, and the Harley's are having to back off and everything, except for Ricky Graham. I have to give him credit. Ricky Graham didn't back off. Even on that pig he was riding. He'd hit that thing wide open."

I was riding supercross style and they (dirt trackers) weren't used to that stuff and, man, we had some serious arguments.

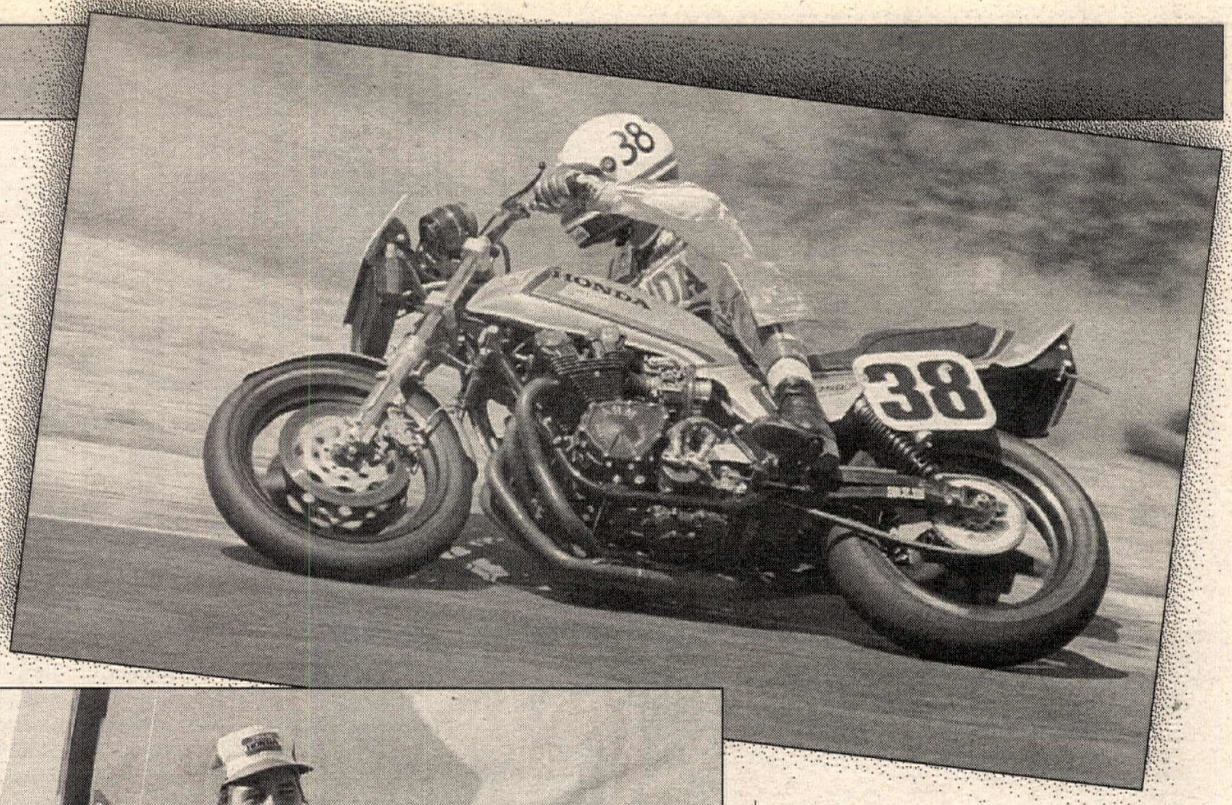
Wise found himself leading the Winston Pro Series but decided not to pursue a career as a dirt track racer even though he was offered tremendous incentives by Honda to make the switch.

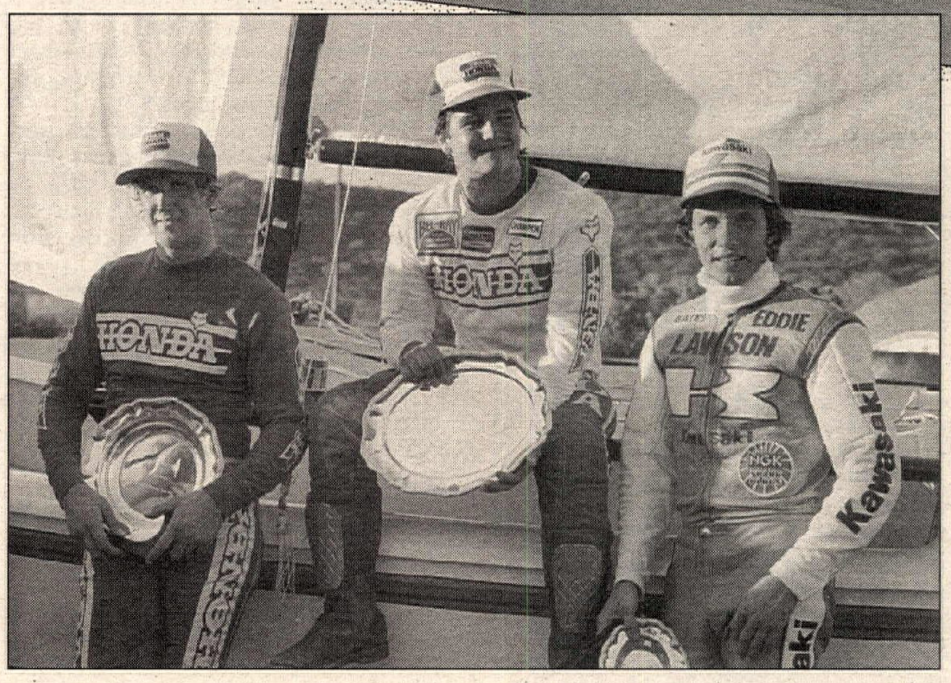
"Gene Romero called me wanting me to come to San Jose and ride the mile and I'm going, 'No way, man, I've never done that. You have to be kidding," Wise said. "He'd call me every day, and Honda wanted me to come; I was leading the points after the third race. And they were begging me to come, offering me more money and everything and, you know what, I look back now and I think I should've done it. But I wanted to concentrate on road racing and really learn that."

Wise competed in a few more TT events but had little success, unable to find traction on his two-stroke machine at Ascot and losing a chain at Santa Fe. When his dirt track career finally did come to a close, Wise left with Winston Pro Series Rookie of the Year honors for 1982.

Things were still going well for Wise, the road race rookie, as he found himself battling teammate Mike Baldwin for the F-1 Championship all year on a 2-year-old CB1000, basically a superbike with a fairing. He also competed in the Superbike Series.

"I almost won the F-1 Championship that year, missed it by two points," Wise remembers. "It came down to the last race at Sears Point and it was my first time ever there, and anybody who has raced Sears Point can really respect it. I got third, couldn't get by Wes Cooley. That track scared me so bad. If you run off the track you hit a cliff. Baldwin won it (and the championship)."





(Right) His first year on the F-1 circuit, Wise came within a couple of points of winning the champion. (Below) Winner of the '80 Superbikers race, Wise is flanked by World MX Champion Graham Noyce (left) and Eddie Lawson.

The following year, Wise would make an all-out attempt for the F-1 title, as well as the Superbike title.

"'83 was going to be a great year for me," Wise says. "It was just me and Mike Baldwin (on the Honda team) and we had the best bikes, the new V-4 FWS. I got third at Daytona (200) behind Kenny Roberts and Eddie Lawson; I got second the race before that, and I was leading the series by 25 points. Baldwin had broke at those two races."

Then, things started going badly. A series of crashes would ultimately cut short Wise's seemingly promising career in road racing.

"At Riverside (International Speedway, in California), I crashed and broke my collarbone," Wise remembers. "There was a photo (of the crash) that made UPI news all over the world. I hit an oil slick; I went totally sideways and then it caught and that was it. Boy, I went up and over the bike.

"My next race back I won the Mid-Ohio Superbike, then I had a bad crash at Road America. I mean it was bad. I was leading by a long ways and my throttle stuck. It was raining, and I went off the track at 90 mph. I was in the hospital for a week."

Despite missing the next two rounds, Wise was still leading the F-1 series points going into Laguna Seca. It was the place where Wise's career would come to a sudden, painful end.

"I tried to come back at Laguna Seca but I had no business even riding at all," Wise says. "I was slow, and I didn't even have a chance. I was still almost dazed from my week in the hospital. I didn't have a chance and I, in practice Saturday, bailed very, very hard. Honda had just flown in the NS500 for the F-1. It was the same basic bike that Freddie was riding in Europe that year and, man, I'd get off that 475-pound 750 that had a powerband as smooth as my baby's hiney - I mean, it was so smooth that you could just come out of the corner and pin it and it would just go *bwaaa* - then I'd jump on that NS500 and the powerband was like a light switch and (it) only weighed 270 pounds. I just couldn't do it. I could not do it. And I told them I would have a tough time if we raced the same days (F-1 and Superbike). As long as I stayed on the 500 I was okay, or as long as I stayed on the 750 (four-stroke) I was okay. I could go from the 500 to the 750 but not the 750 to the 500 and go fast. I hadn't gotten that art down yet. I had so much respect for Freddie Spencer and Mike Baldwin, who could do it like no problem.

I tried to come back at Laguna Seca but I had no business even riding at all.

"It was practice and I had just gotten off the 750 and the 500's waiting there for me in the paddock being warmed up. I got on it, the second lap I come around the corner and I'm trying to dice it out with somebody. I mean I came around turn nine at probably 70 mph, maybe 80 coming out of it, but I got sideways and I just endoed and slammed into the wall on the outside there, I remember laying there on that hot pavement and I mean I had never been in so much pain in my life. They took me to the hospital, down that bumpy road, I'm strapped in that wooden stretcher. I though they were going to put me in a nice soft bed in the ambulance. I was in such pain. I broke almost half my ribs on one side, rebroke the other collarbone. I had a terrible concussion. It was a mess.

"After that Udo Gietl (Honda's road race team manager) came into the hospital bed room and I said, 'Udo, I'm done. I don't want to ride any road racing anymore.' I said I've already gotten off twice this year, too hard, and I just said I don't want to ride anymore, I quit. I had another year and a half left on my contract, signed for '83 and '84 for more money than I ever made in motocross, by far. Before I even sat on the motorcycle I made $150,000. So I quit, basically told them I'm dropping everything. Honda was very gracious and they paid me out that year, and they even gave me a nice bonus. I didn't want to race after that crash."

Wise, however, did ride one more race, the Superbikers event later that year. His heart wasn't in it, he finished seventh, and that was the end.

"After that race, I just basically shook hands with everybody and said this is the end of my career," Wise remembers.

Wise, now an ordained minister, and his wife Saundra, and their three kids, Whitney, Joshua and Jonathon, still live in McAllen, Texas, where he runs a ministry business, Christ Ministries Inc., and speaks all over the world. He also operates a motocross school, as well as a bible school, and he just opened up a photography store called Steve Wise Fast Photo. As you can see, Wise is a very busy man.

Looking back, Wise has no real regrets.

"I'm very happy with my career and my life now," Wise says. "If I could go back, yeah, there's certain things I would do differently. A good example would be when Roger DeCoster first came on the Honda team in 1980 and tried to help and I wouldn't listen to him. Can you believe that? I didn't like the way he set his bikes up. I wanted my bike set up the way I wanted it. I look back now and think I was so stupid. When I was pro, I wished that I would've listened to DeCoster. Back then I wouldn't listen to anybody, I was just too proud and hard-headed."

As far as never winning a championship, that has never bothered Wise.

"But it would've been nice." CN

Back to the Future

By Tony Alessi

LAS VEGAS, NV, APR. 3-6

Future motocross stars converged on Las Vegas Motor Speedway for the 26th annual running of the NMA World Mini Grand Prix, and when all was said and done, Justin Buckelew sat alone atop the throne as the king of the minicycle riders.

Buckelew scored three overall championships when he joined over 1300 other entrants who arrived from 49 different states and four different countries.

The racers were greeted by an all-new track, which was built by former mini champion Kurt Henricksen, at the new speedway. The new course, which was built in a quarry, was mostly sand, eliminating the problem of broken wheels, an issue in previous years. Most of the racers found the new venue a welcome change.

Bucklelew's wins in the 80cc (14-16) Stock and Modified divisions and the always-exciting Supermini class could rank high among the many former World Mini champions, riders such as Damon Huffman, Robbie Reynard, Kevin Windham and Ricky Carmichael who have all gone on to successful professional motocross careers.

Ironically, Buckelew's most impressive race of the week was the only moto that he didn't win, the 80cc (14-16) Stock-class runoff, an event that combined the top 15 riders from division one and division two for a final race. Riders would carry their points into the final, and the overall class finish would be based on the total score from both the runoff and the qualifying race.

Buckelew's bad start was only the beginning of his problems, as he was involved in a six-rider pileup just two turns later.

"All I know is I came through this turn, and when I looked up there was this Yamaha going straight in front of me without a rider on it," Buckelew said.

Buckelew hit the deck then remounted in 30th position and began what may have been one of the sweetest come-from-behind rides in the history of the World Mini. His mission was clear: He had to pick himself up, dust himself off and pass 30 of the nation's fastest minicycle racers in just five laps.

Buckelew put his head down and went to work, passing an average of six riders per lap, many of them in the rocker section.

"I was doing a triple, triple, double through the rockers when most of the riders were just doing two/two or rolling them," Buckelew said. "That's where I passed a lot of riders."

In the end, Buckelew charged all the way to second, just a few feet behind winner Chris Gosselaar.

"I remembered on the last lap that Gosselaar told me on the line before the race that he messed up in his first moto," Buckelew said. "That's when I knew I had the overall win."

Buckelew did indeed end up with the overall win, posting 1-2 moto finishes over Gosselaar's 5-1, Michael Young's 1-5, Johnny Marley's 2-8 and Brandon Hightower (3-9). Perhaps the only disappointment was the fact that the runoff marked the first moto at a National event that Buckelew *has not* won since the Branson motocross championships held last October.

Buckelew rebounded with a sweep of all motos in both the 80cc Modified and Supermini divisions on his Dean Dickinson-tuned mini works bikes. In those races, Buckelew's competition either parted company with their machines, crashed into one another, or broke. Buckelew breezed to the titles via runaway performances.

The question remains as to whether he will be as competent on 125cc machinery, but his lap times during many of his minicycle races would have placed him inside the top 12 in the 125cc Pro class.

"I will be riding the 125 after Loretta Lynn's in August," Buckelew said. "Right now we are concentrating on finishing off with 80s, and then we will take it slow on the 125s and work up."

(Above) King of the hill: Justin Buckelew was the top dog at the NMA World Mini Grand Prix, sweeping the 80cc (14-16) age ranks as well as topping the Supermini division. (Right) Buckelew (58) battles with Chase Reed (155). Reed went on to top the 80cc (12-13) age division.

Buckelew plans to make his debut in the 125cc class at the Branson motocross championships in early October, contesting both the 125cc Intermediate and Schoolboy classes.

Team Green riders dominated the younger age divisions with riders Chase Reed, James Stewart and Mike Alessi. Reed handled the field in the 12-13 age bracket with relative ease while rising star Stewart beat up on the 80cc (7-11) ranks. Alessi served notice that he has healed from his broken arm by capturing three class victories in the 60cc (6-8) Stock and Modified divisions and the 50cc (7-8) Mod class title.

Of the three, Stewart seemed to stand out, rebounding from crash-riddled starts by charging to the front of the field on his FMF-tuned KX80s in most every race. Only local favorite Kyle Partridge could keep Stewart in sight for most of the motos, but Stewart's aggressive, powerful riding style let him to prevail for the overall wins in both the 80cc (7-11) Stock and Modified classes.

Pee Wee politics was the only way to describe the utter chaos that has become almost synonymous with the 50cc divisions. After Cobra rider Brandon Large soundly trounced the competition on his new CM50 in the 50cc (4-6) Modified class, he attempted to ride the very same machine in the stock division as well. The only problem was that Cobra did not produce enough CM50 units to meet the homologation requirement of 200 units in operation by the first week of April '97. The net result was that numerous protests were filed and Large was stripped of his Stock (4-6) championship. Joseph Marburger, who rode an Action motorcycle, was later awarded the victory after most of the top five riders in the class were disqualified for participating on illegal machines. Large's parents promised to appeal the decision with legal counsel.

On the brighter side, KTM 50cc rider Dennis Jonon and Cobra rider Mike LaPaglia had a good old-fashioned battle down to the wire in the 50cc (7-8) Stock class. LaPaglia won by a wheel length in the moto and collected his first National Championship.

Former mini champ Billy Payne powered his Pro Circuit-backed Thousand Oaks Kawasaki KX into the 125cc Open division. Payne mixed it up with another former mini champ, Travis Pastrana, for the week's top honors. Pastrana, who has broken more than 10 different bones in the past two years, looked fast, strong and eager to win, but small setbacks all week locked him out of the winner's circle. CN

(Above) Davi Millsaps (59) emerged from the pack to claim the 50cc (6-9) championship. (Left) Mike Alessi rebounded from injury to capture three class wins in the 60cc division.

Las Vegas Motor Speedway
Las Vegas, Nevada
Results: April 3-6, 1997

P/W STK (0-6): 1. Joseph Marburger (Act); 2. Bruce Rutherford (LEM); 3. Cody Brown (KTM); 4. Brandon Million (LEM); Shawn Butler (Act).

P/W MOD (0-6): 1. Brandon Large (Cob); 2. Joseph Marburger (Act); 3. Trey Canard (Cob); 4. Trevor Pletcher (Cob); 5. Jake Erickson (Cob).

P/W STK (7-8): 1. Mike LaPaglia (Cob); 2. Dennis Jonon (KTM); 3. Bradley Graham (Cob); 4. Cole Seely (Act); 5. Ike Jost (Cob).

P/W MOD (7-8): 1. Mike Alessi (KTM); 2. Dennis Jonon (KTM); 3. Mike LaPaglia (KTM); 4. Ricky Renner (LEM); 5. Bryar Perry (KTM).

S/P/W (6-9): 1. Davi Milisaps (Cob); 2. Ricky Renner (LEM); 3. Ricky Hemme (LEM); 4. Mike LaPaglia (KTM); 5. Daniel Estergard (Cob).

JR CYCLE STK (6-8): 1. Mike Alessi (Kaw); 2. Dennis Jonon (Kaw); 3. Colton Facciotti (Kaw); 4. Jeff Alessi (Kaw); 5. Edward Herring (Kaw).

JR CYCLE STK (9-11): 1. Kyle Chisholm (Kaw); 2. Daryl Ecklund (Kaw); 3. Josh Grant (Kaw); 4. Joshua Davis (Kaw); 5. Jason Medina (Kaw).

JR CYCLE MOD (6-8): 1. Mike Alessi (Kaw); 2. Colton Facciotti (Kaw); 3. Edward Herring (Kaw); 4. Dennis Jonon (Kaw); 5. Todd Nelson (Kaw).

JR CYCLE MOD (9-11): 1. Sean Collier (Kaw); 2. Josh Grant (Kaw); 3. Nicholas Evennou (Kaw); 4. Davi Millsaps (Kaw); 5. Kyle Chisholm (Kaw).

80 STK BEG: 1. Richard Woodson (Yam); 2. Kellon Walch (Hon); 3. Jayson Moses (Yam); 4. Aaron Carthel (Hon); 5. Ryan Cevette (Hon).

80 STK (0-11): 1. James Stewart (Kaw); 2. Brandon Layton (Yam); 3. Kyle Partridge (Suz); 4. Kyle Harris (Kaw); 5. Josh Grant (Hon).

80 STK (12-13): 1. Chase Reed (Kaw); 2. Ross Garcia (Yam); 3. Shane Bess (Suz); 4. Mike Odom (Hon); 5. Joshua Hansen (Yam).

80 STK (14-16): 1. Justin Buckelew (Yam); 2. Chris Gosselaar (Hon); 3. Michael Young (Hon); 4. Johnny Marley (Yam); 5. Brandon Hightower (Yam).

80 MOD (0-11): 1. James Stewart (Kaw); 2. Kyle Partridge (Suz); 3. Brandon Layton (Yam); 4. Kyle Harris (Kaw); 5. Jack VanCamp (Suz).

80 MOD (12-13): 1. Chase Reed (Kaw); 2. Michael Blose (Yam); 3. Joshua Hansen (Yam); 4. Jesse Casillas (Hon); 5. Josh Moraine (Kaw).

80 MOD (14-16): 1. Justin Buckelew (Yam); 2. Michael Young (Hon); 3. Jonathan Shimp (Yam); 4. Chris Gosselaar (Hon); 5. R. J. Thompson (Kaw).

S/MINI (0-16): 1. Justin Buckelew (Yam); 2. Johnny Marley (Yam); 3. Michael Young (Hon); 4. Adam Mennenga (Kaw); 5. Chris Gosselaar (Hon).

125 STK BEG: 1. Chris Barrett (Suz); 2. Steve Dennis (Yam); 3. Lawrence Cooley (Kaw); 4. Jerry Mason (Yam); 5. Timothy Bybee (Kaw).

125 STK NOV: 1. Michael Stevenson (Suz); 2. Matt Springsteen (Hon); 3. Emitt Kling (Suz); 4. Nathan Tiearney (Suz); 5. Freddy Wiechers (Hon).

125 STK INT: 1. Tim Beatty (Yam); 2. Ivan Tedesco (Yam); 3. Oscar Valdez (Suz); 4. Donovan Mitchell (Yam); 5. Travis Elliott (Kaw).

125 STK PRO: 1. Shae Bentley (Kaw); 2. Tyler Evan (Suz); 3. Shane Esposito (Suz); 4. Rusty Holland (Kaw); 5. Jerry Aleman (Yam).

125 MOD BEG: 1. Justin Collett (Suz); 2. Chris Barrett (Suz); 3. Steve Dennis (Yam); 4. Allen Lorscheider (Suz); 5. Trevor Shaffer (Kaw).

125 MOD NOV: 1. Michael Sleeter (Yam); 2. Jeff Boone (Kaw); 3. Dustin Cantrell (Kaw); 4. Matt Murphy (Hon); 5. Matt Springsteen (Hon).

125 MOD INT: 1. Ivan Tedesco (Yam); 2. Tim Beatty (Yam); 3. Billy Payne (Kaw); 4. Michel Contantinou (Kaw); 5. Bryan McGavran (Yam).

125 MOD PRO: 1. Danny Smith (Yam); 2. Chris Wheeler (Suz); 3. Rusty Holland (Kaw); 4. Shawn Morgan (Kaw); 5. Chris Torrance (Kaw).

125 OPEN NON-PRO: 1. Billy Payne (Kaw); 2. Travis Pastrana (Suz); 3. Ivan Tedesco (Yam); 4. Kevin Townsend (Hon); 5. Mike Corder (Kaw).

250 STK NOV: 1. Jeremy Santoro (Kaw); 2. Brian Davis (Yam); 3. Will Perry (Yam); 4. Brock Krahenbuhl (Kaw); 5. Chris Honnold (Kaw).

250 STK INT: 1. Jason Wood (Suz); 2. Travis Gage (Suz); 3. Keith Johnson (Yam); 4. Jesse Bath (Suz); 5. Kenny Terraccino (Kaw).

250 STK PRO: 1. Rusty Holland (Kaw); 2. Tyler Evans (Suz); 3. Chris Wheeler (Suz); 4. Jason Partirdge (Suz); 5. Shae Bentley (Kaw).

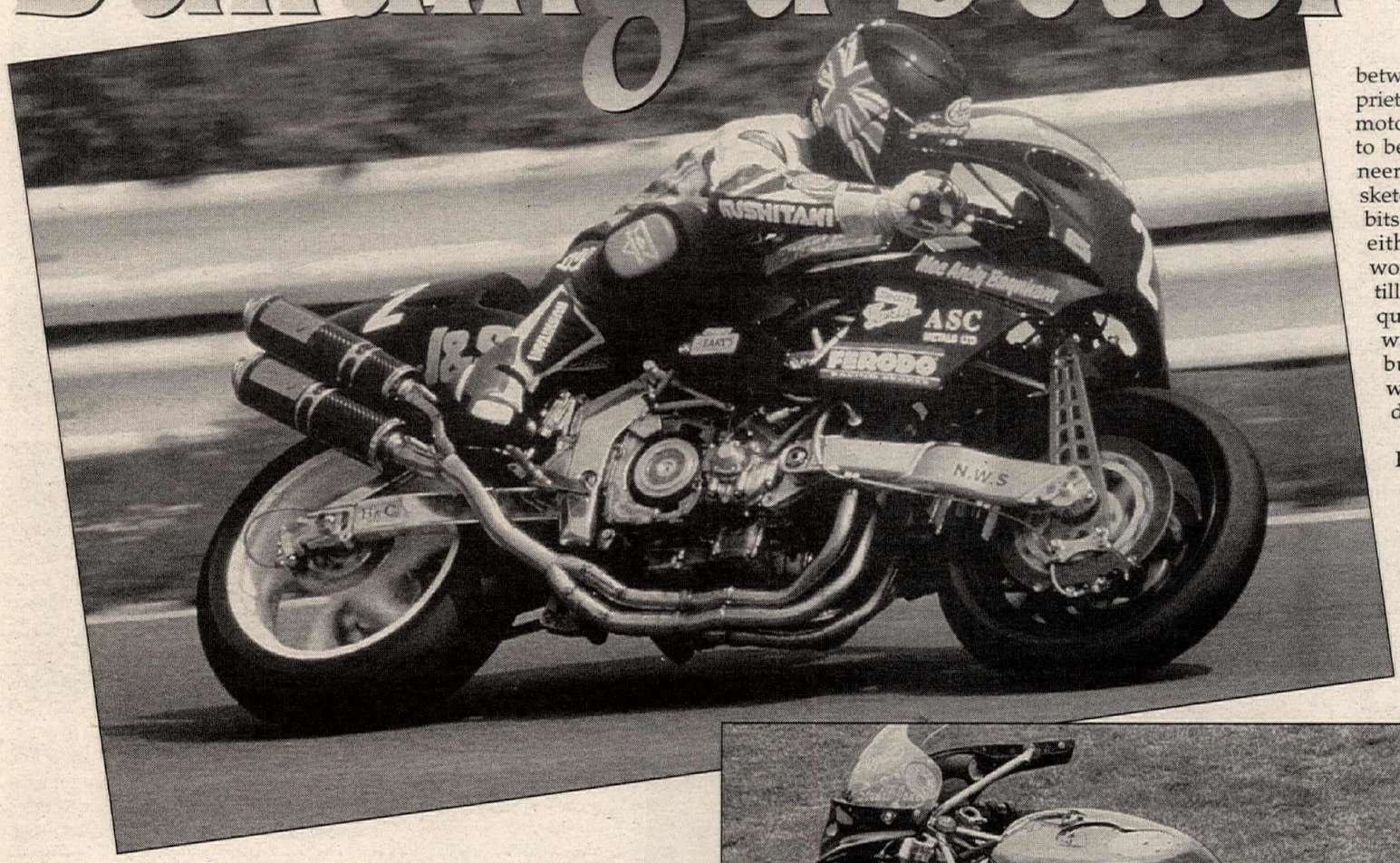
250 MOD NOV: 1. Chris Honnold (Kaw); 2. Jeremy Santoro (Kaw); 3. Will Perry (Yam); 4. Nick Beaver (Suz); 5. Jack McMurrough (Yam).

250 MOD INT: 1. Keith Johnson (Yam); 2. Mirhel Contantinou (Yam); 3. Scott Conley (Kaw); 4. Andy Anaya (Yam); 5. Michael Collier (Kaw).

250 MOD PRO: 1. Chris Wheeler (Suz); 2. Chris Torrance (Kaw); 3. Shawn Morgan (Kaw); 4. David Evilsizer (Suz); 5. Shae Bentley (Kaw).

(Right) The bigger bikes were on hand also. Billy Payne (shown) defeated Travis Pastrana to claim the championship in the 125cc Open class.

Building a better bike



By Alan Cathcart
Photos by Kyoichi Nakamura

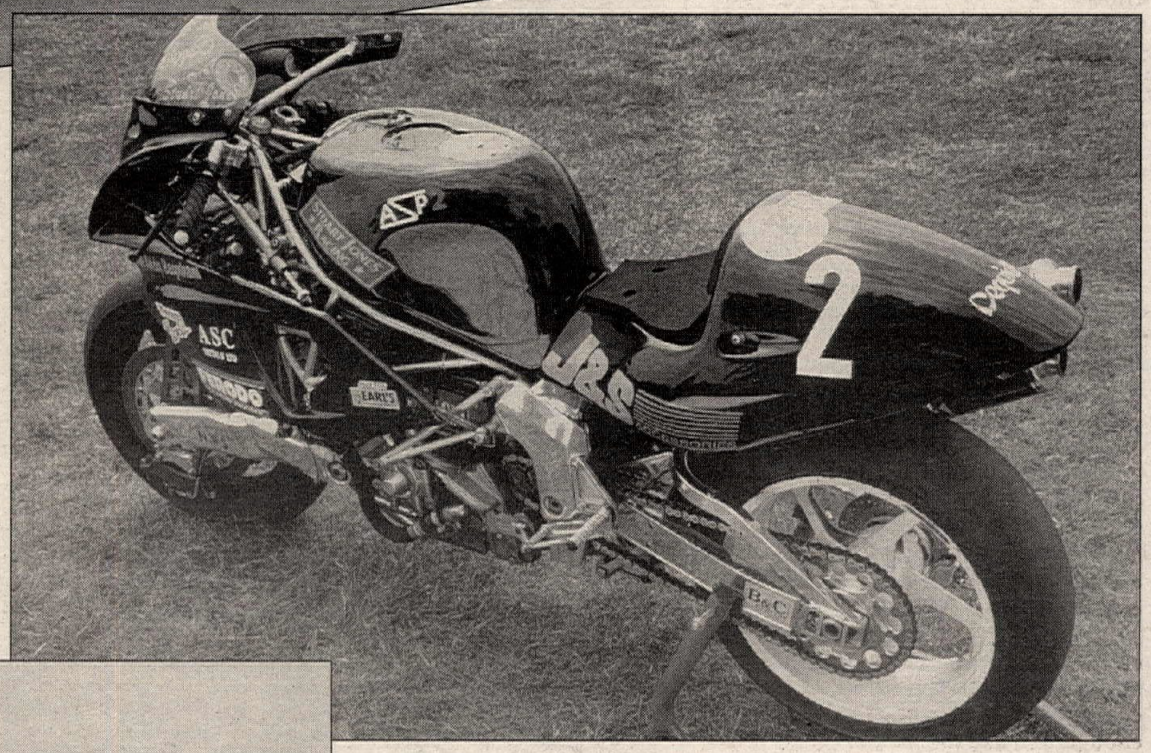
The world is full of dreamers, each one convinced he or she can build a better bike, usually incorporating radical styling or avant-garde engineering that looks good on paper but is a long way from being practical. Paper is usually the only medium these wannabe techno-freaks ever work in - but just once in a while someone has a better-bike idea that gets turned into reality, generally because he's a doer as well as a thinker, one moreover with a strong grip on reality.

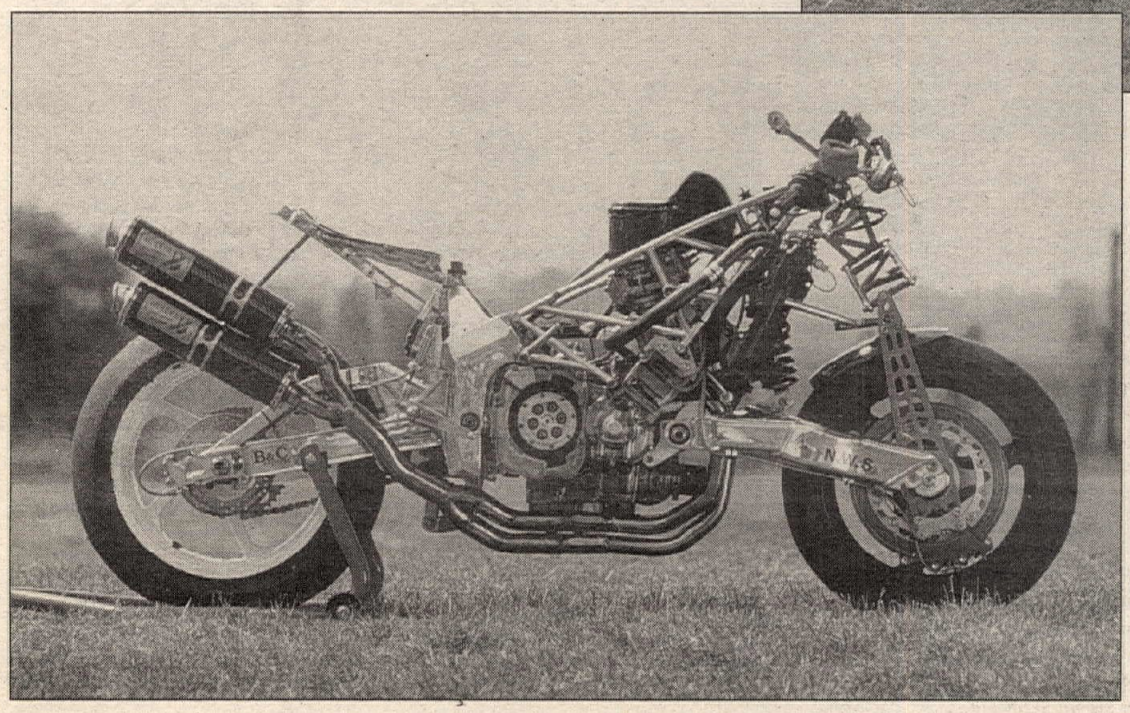
Andy Stevenson is just such a man, but perhaps the main reason his FZR1000 EXUP Yamaha-powered ASP prototype ever got built at all is because he constructed it without drawing it up first.

"I can't afford a CAM/CAD system, so I have to use the one between my ears!" the 33-year-old proprietor of Britain's smallest, and newest, motorcycle manufacturer says. "I used to be a textile-machinery design engineer, so I can do a passable technical sketch to show the craftsmen who make bits for me what it is I want. Then they either draw it up, or else produce a working model, which we then modify till it's right. But I have no engineering qualifications at all, which I believe was a positive asset when it came to building my first bike. I just made what I thought would work - and it did."

ASP? Alternative Suspension Project? No. The letters stand for Andy Stevenson's Pet, one that he's lavished the past half-decade of his life on. In fact, he's now sold off his Moto Elite motorcycle camping business in order to concentrate 100 percent on building the ASP in limited-production, street-legal form.

What began as a radical what-



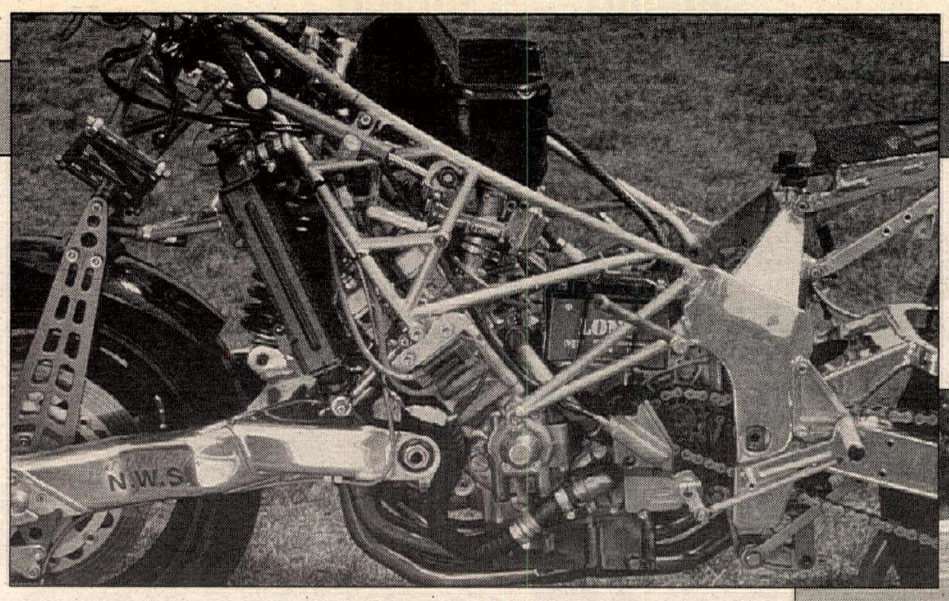


(Top) A look at the specs reveals a radical set of steering-geometry numbers, yet the ASP2 is both nimble and stable. (Above) The success of the ASP2 as a race bike has spurred the development of a limited-production model for the street. (Left) The frame's hybrid design incorporates YZF750 swingarm pivot plates with a steel spaceframe to which the steering assembly is mounted.

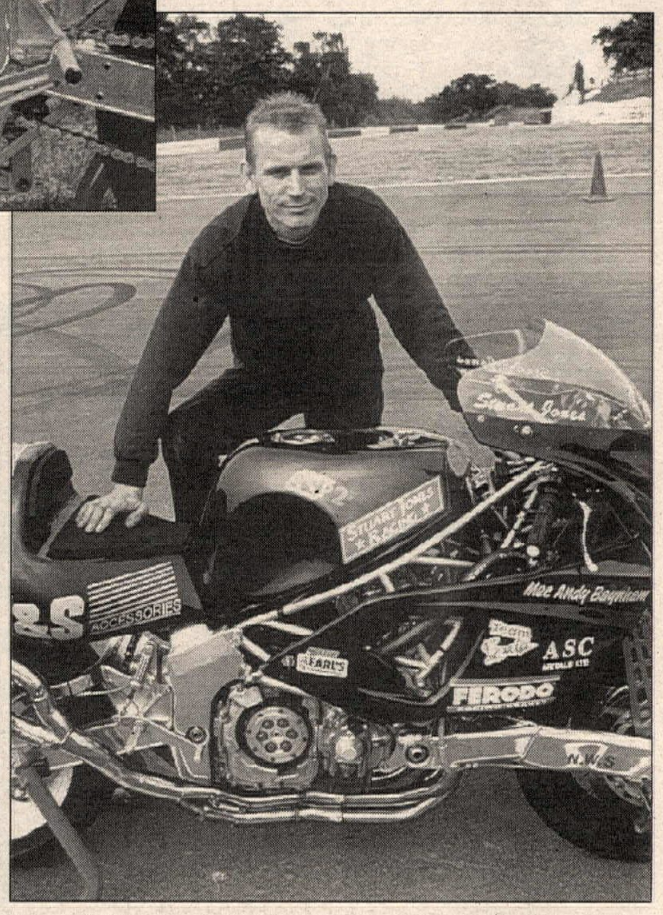
if brainchild turned into a lap-record-breaking track tool, still with the same avant-garde chassis design it was conceived with from the very start. A more radical contrast could hardly be imagined with the previous Stevenson special, a GSX1100 Suzuki-powered custom bike that won Britain's top chopper show bike award five years in a row.

So why build the ASP?

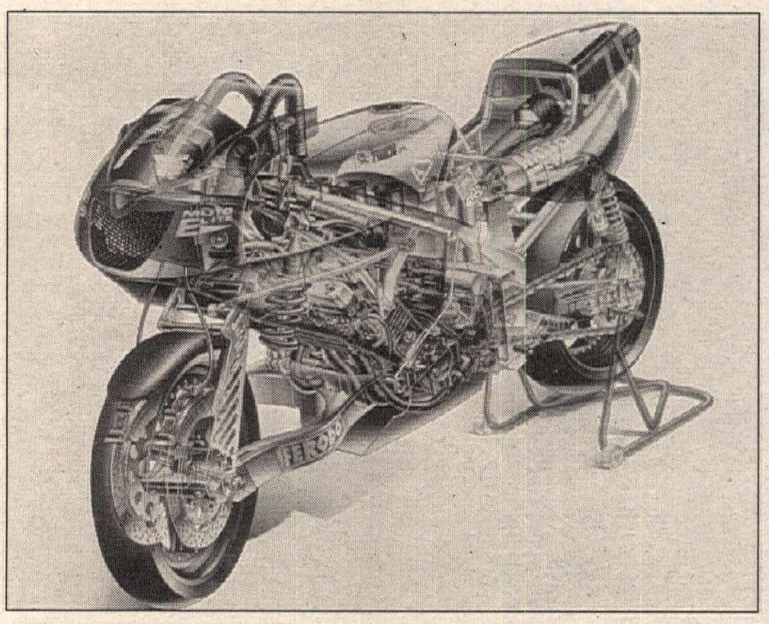
"I just wanted to see if it'd work," Stevenson admits. "I've always been interested in bikes with funny front ends, but looking at the ones that have actually hit the headlines, I thought they were flawed. The ELF was always bound to bump steer, and the Tesi steering linkage is hilarious - with five changes of direction, you have as much chance of feeling what the front tire is doing as of outbraking Kevin Schwantz. I dreamed up a way in the bath of doing



(Left) The 125-bhp YZF750 engine is a fully stressed chassis member.
(Below) The man behind the bike is the man behind the bike: Andy Stevenson. Stevenson's road version of the ASP is due in 1998.



(Below) This cutaway drawing by street bike stylist Scott MacFarlane is the original EXUP-engined ASP road racer.



it better, so I decided to have a go at building it."

That bath-time brainwave came in August 1991. Eight months later, Andy snaked the ASP onto the streets in a highly unofficial road test that proved his ideas had point as well as purpose. Two seasons of racing the EXUP-engined bike himself on British circuits refined it into a trick piece of hardware that really worked - though it was almost accidentally that he discovered just how well.

"Stuart Jones is one of Britain's top national-class riders, with literally hundreds of race wins to his credit," Stevenson says. "He also tunes a mean Yamaha motor, and when my own engine blew up he lent me one of his to finish the season with. I repaid the favor by lending him the ASP for a race meeting at Aintree, his local track. On his 12th-ever lap aboard the bike, he broke his own outright circuit lap record, set with the same engine in a stock Yamaha frame. After cleaning up in the day's races, he came home, picked up the phone, and ordered a chassis from me. That's how the ASP2 came about."

Developing a mark II version of his radical chassis concept allowed Stevenson to rethink some compromises he'd been forced to adopt the first time around, and to evolve a more rational design which in turn will form the basis of the forthcoming ASP street bike he aims to put into production later this year.

It's a long way from building a bath-time brainwave to becoming a fully fledged motorcycle manufacturer, but Andy Stevenson is a determined individual, whose belief in his own ideas was reinforced by the positive feedback from everyone who's ever ridden his bikes.

"It sounds like I'm gilding the lily, but nobody was ever negative about either ASP after riding them," he says. "There were always suggestions about how to improve them, which is inevitable. Honda are always updating their designs, so why shouldn't I? But the message that kept coming through was that people wanted to see a street version. I knew if I didn't do something about it, I'd regret it for the rest of my life. So my wife Katharine and I talked it over, and decided to go for it, together with my elder brother Jon. We applied for a European innovation grant from the EU in Brussels which repays 50 percent of our prototype-development costs - and got it. Together with a British government Enterprise Zone subsidy aimed at regenerating industry in the former coal-mining area we live in, this was enough to make the project viable when coupled with our own cash resources - up to the point when we're ready to start production and can take cash deposits."

Stevenson says that moment is less than a year away. Since the financial basis of the ASP Motorcycle Company was assured, things have started to move very quickly. The two Stevenson brothers now own a 1500-sq.-ft. factory, with sufficient space for batch manufacture of up to 10 ASP street bikes at a time, the prototype of which is already complete in rolling-chassis form, awaiting bodywork.

Testing is due to start in June, with production beginning next winter for delivery of the first batch of 10 street bikes in May 1998.

Technology speaks for itself, but it needs styling to sell it to the public at large, and the ASP roadster's smooth lines have already been finalized, courtesy of technical illustrator Scott MacFarlane in his bike-design debut.

"I'm only interested in building a high-quality, tailor-made product for customers who want something avant-garde but effective, hand built to the highest standards," Stevenson says. "Our bikes won't be cheap - target selling price is 20,000 pounds (about $33,000) tax free ex-factory with a new Yamaha Thunderace motor - but there'll be nothing else like them on the street in terms of quality of manufacture, excellence of handling and distinctive appearance. The bodywork especially will be built to a far higher standard than anything else, thanks to a new manufacturing process I'm having patented. We couldn't ever hope to match Bimota's volume, but we are aiming to surpass their standards of quality."

The fact that Yamaha UK has agreed to supply ASP with engines underlines the commitment to excellence the company has succeeded in convincing others it possesses - emphasized by the fact that, according to Stevenson, every single chassis part on the street ASP apart from the lights, wheels, brakes and tires will be purpose-built, rather than borrowed from someone else's parts bin, as was inevitably the case with the road racer prototypes. Instruments will be digital products of the British race-car industry, apart from a custom-made analogue tachometer which will have a shift light rather than a redline, in keeping with best HRC/Aprilia GP practice.

Apart from improved breathing due to a specially designed airbox and Scottish-built Muller Teknik exhaust system that's expected to yield around 5 percent extra performance - just as similar modifications to the same engine do on the Bimota YB11 - ASP will fit the Yamaha Thunderace engines in unmodified form.

In terms of chassis layout and detail execution, Stevenson says the street ASP will follow broadly the same design as his second prototype, using the slant-block engine as a fully stressed member, to which the pair of triple-box-section extruded-alloy swingarms will be bolted with chassis subframes.

Special Maxton shocks built by suspension guru Ron Williams - architect of so many Isle of Man TT victories for Joey Dunlop and the Honda works team, then later for the rotary Norton equipe - will be used, though rather surprisingly there won't be any linkage for the rear suspension. Instead the shock will be mounted in a horizontal position above the gearbox, operated by a cantilever arm off the top of the swingarm.

"It's heavy, complicated, expensive and unnecessary," Stevenson says of a linkage system. "We ran a dead-straight, linear 2:1 linkage on the ASP2, and Ron says a rising-rate linkage only confuses the shock. He figures to get much better response out of internal shock design."

Complimenting the Maxton shocks will be an array of other top-grade British components. The ASP street bike will use Saxon bolt-up composite wheels, with magnesium centers and spun-alloy rims (though carbon rims are available as an option where homologation permits), fitted with Dunlop D364 tires, PFM cast-iron discs (320mm fronts and a 220mm rear) and Harrison Billet-6

ASP2

Specifications

Engine	Liquid-cooled DOHC 20-valve in-line four-cylinder four-stroke
Bore x stroke	72 x 46mm
Displacement	748cc
Output	125 bhp at 12,800 rpm (at wheel)
Compression ratio	13.2:1
Carburetion	(4) 39mm Keihin CR flat-slide
Ignition	Digital electronic CDI
Gearbox	6-speed, close-ratio
Clutch	Multiplate dry
Chassis	Engine used as fully stressed chassis member, with alloy rear swingarm pivot plates and tubular steel upper spaceframe
Suspension	
Front	Fabricated aluminum swingarm with articulated flap-type steering linkage and twin universal joints, and Maxton-Koni shock with rising-rate linkage
Rear	Fabricated aluminum swingarm with Maxton shock and rising-rate linkage
Rake/trail	9°/67mm
Wheelbase	56.1 inches
Weight	354 pounds with oil/water, no fuel
Weight distribution, front/rear	56/44%
Brakes	
Front	Dual 320mm PFM cast-iron discs with six-piston Harrison Billet-6 calipers
Rear	Single 210mm PFM cast-iron disc with two-piston Harrison caliper
Wheels/tires	
Front	3.10/4.80 x 17 Dunlop KR106 on 3.50-inch-wide Maxton wheel
Rear	190/55-17 Dunlop KR108 on 6.00-inch-wide Marvic Penta wheel
Year of construction	1995
Owner	Stuart Jones, Crewe, England
Manufacturer	ASP Motorcycles, 2a Woodstock St., Hucknall, Nottinghamshire, NG15 7SP, England, phone/fax +44-1-159-555-494

calipers. Target weight of the production bike with full street equipment is 395 pounds.

"We'll be using maintenance-free PTFE-lined rod-end bearings on the steering," Stevenson says, "which have done over 15,000 road miles and two seasons of intensive racing, in all kinds of weather, without developing any play. Just don't power-hose them, that's all. They're the same as Ducati use on the rear-suspension linkage of the 916 and Monster, where they get a much harder life from all the chain oil and dirt thrown up off the back wheel. So we're satisfied about the practicality of our design for everyday use on the street."

Okay - but is all this worth 20 big ones in Her Majesty's coin of the realm? That's a sizable sum by any standards, that would buy you, say, a KTM Duke for hot-rodding hooliganism, a Suzuki GSXR600 for supersporting street action *and* a Triumph Trophy 1200 for the long haul. Or throw up just about any comparable three other bikes you can think of (okay, or one-and-a-half Bimotas of your choice!) all against a single, admittedly hand-built but nevertheless proprietary Japanese-engined ASP.

Andy Stevenson has his sales pitch ready.

"The ASP is a lot more intuitive to ride than a conventional sports bike, because the feedback from the hub-center front end is brilliant," he says. "It has the performance of a Triumph T595 Daytona or Honda FireBlade, but it turns like a 250, because of the extreme steering geometry we're able to use. We're offering a radical alternative for the thinking rider in terms of chassis and suspension design, which will unlock new horizons for him, and allow him to ride harder and faster more safely than he thought possible. The evolutionary cycle is swerving back toward the situation in the early '80s, where engine performance outshone the ability of chassis design to keep up and allow the rider to take advantage of the extra performance on offer. I believe the new generation of four-cylinder engines from Japan requires a new concept in chassis technology to exploit their full potential in complete safety in real-world riding conditions. The ASP is our solution to that need - it'll be an even better road bike than a racer - and well worth the expense."

Okay - start the countdown. CN

Home-brewed high-tech, Part II

Riding the ASP2 at Mallory Park exactly two years down the road after first making friends with Andy Stevenson's Pet on the same circuit was a satisfying experience.

How come? Well, every single criticism I had about Stevenson's first creation has now been resolved. Any chance of some paid employment as a development rider for Britain's newest bike manufacturer?

I better not put the down-payment on that time-share in Maui just yet, though - because the guy who's really responsible for the quantum improvement in the ASP2's on-track attitude is Stevenson himself, together with the bike's owner Stuart Jones, who's been road racing at the National level and above for even longer than me, in the course of which he has learned just about all there is to know about how a big, four-cylinder hyperbike should handle. That knowledge has been shared with Stevenson, who's matched it to his own test-riding impressions, then translated the result into metal.

First, though, a refresher course in how the ASP chassis package works, built around the Yamaha slant-block motor which, Stevenson says, is tailor-made for a hub-center chassis design.

"The engine castings have so many brackets and lugs attached to them from where Yamaha have used various versions of the motor for different models - including of course the hub-center GTS - that it's perfect for bolting the front and rear suspension to, especially as the engine's anyway so strong," he says. "But we didn't really take full advantage of this with the first ASP, so a main priority with the ASP2 was to save a lot of weight and use the engine as a fully stressed chassis member by doing away with the lower engine cradle the first bike had."

The newer bike also uses a different version of the 20-valve motor, here the YZF750 Superbike package with full-factory race kit, rather than the tuned-up 1002cc EXUP motor of the ASP1. Power output is about 10 bhp less, but the less torquey, smaller engine revs much higher and more eagerly, providing a sterner test of the ASP chassis package's ability to put that power to the ground.

Fortunately, instead of the anachronistic twin rear shocks fitted to the otherwise so-avant-garde ASP1, Stevenson has now opted for a more modern monoshock rear end, though to begin with he chose a single-sided swingarm, that unfortunately only permitted use of a 5.50-in. rear wheel. The inevitable wheelspin problems this produced with 125-bhp plus - even with the slicks now fitted - were resolved with the arrival of a conventional braced swingarm with Maxton rear shock, pivoting in the truncated remains of the original YZF twin-spar chassis.

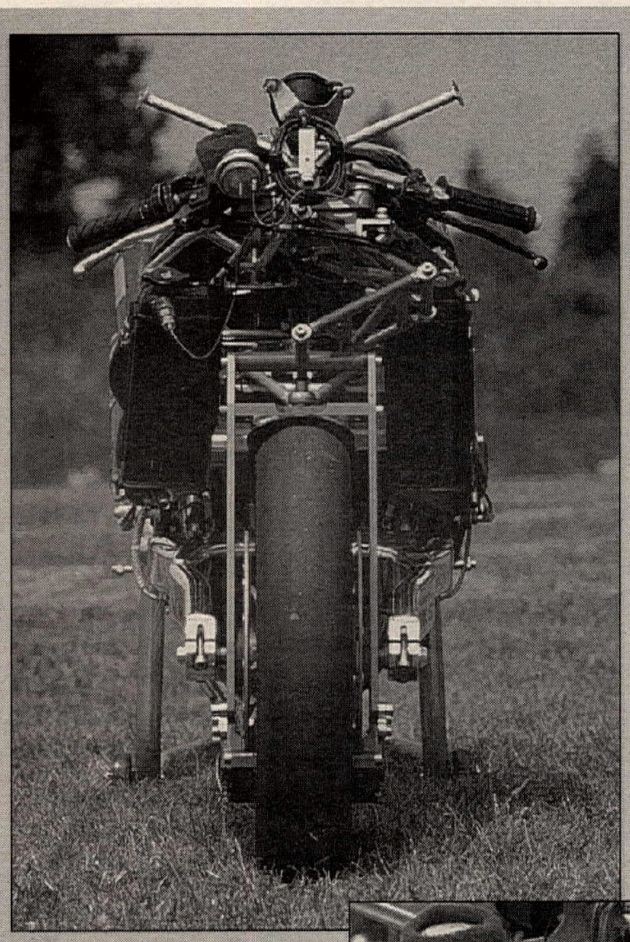
A matching swingarm beautifully fabricated by NWS is used at the front, pivoting in a pair of alloy plates bolted to the engine castings, with a tubular steel upper spaceframe locating the steering system.

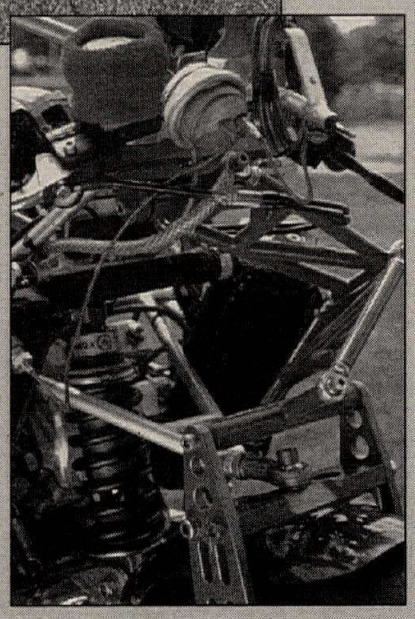
This system consists of a pair of triple clamps rotating in top and bottom tapered roller bearings, to which the handlebars are attached. The bottom triple clamp harnesses a universal joint, which is connected to another, lower U-joint by means of an articulated, flap-type linkage. This lower U-joint also pivots the pair of side plates comprising the front upright locating the wheel, and these also pivot on a tubular steel wishbone, which controls the steering geometry and keeps the wheel in a vertical plane.

There's no kingpin, only a ball joint in the front hub - a drum rocks from side to side on this, and the wheel revolves around the drum, with the axle located by the front swingarm, to which the lower end of the Maxton-Koni shock is bolted.

There's no suspension linkage, with the top of the shock pivoting in the spaceframe cross-member, while a Maxton rim is bolted to the specially machined front hub.

"I wanted to link the front and rear wheels as directly as possible, as well as to separate suspension from steering, and a pair of swingarms was the best possible way," Stevenson says. "But you have to be on universal joints top and bottom - it's the only way to eliminate the bump steer, and maybe Serge Rosset should have thought of that when he was building the ELF racers. This in turn means you have to have what amounts to a collapsible scissors linkage instead of a shaft. Really, the front end designed itself, once I'd decided to use the U-joints."





The innovative scissor-type front-suspension linkage is fairly simple and very effective - feel from the front wheel is excellent as is suspension action under heavy braking.

I have to admit I was not one of those urging Andy Stevenson to build a street ASP after riding his first race version, for one simple reason. Though this generally steered and handled well, it only did so when you began to ride it hard and fast, in semi-race mode, at least.

Lapping slowly to warm the tires up, or riding it as you might in traffic or on the way home from the pub (only half a pint of lager, officer - honest!), it felt very twitchy and nervous, jackknifing into turns with a pendulum effect to the front wheel such as a bike with too much trail might deliver. Except that the ASP had only 80mm of trail, yet also understeered noticeably off the power, perhaps because of too low a rear ride height, or too wide a steering-head angle. Surprisingly hard work to ride off the pace, it didn't impress me much as a potential road bike, even if once you started to go for it, then it all came together as an excellent package for the race track.

But now, in spite of being 33 pounds lighter and .6 of an inch shorter in the wheelbase, the ASP2 is as stable around fast turns as its predecessor, even when you hit a bump cranked over while on the gas. That's when you really appreciate the vastly improved suspension response of the monoshock rear end, because now instead of having the rear wheel jumping in the air and chattering the rear Dunlop, it just rides the bump and grips all the time. Perfect.

The ASP2 also steers just as precisely as before, with a light, deft action that is far removed from the steering response of a telescopically forked bike, even one with GP-style race geometry, and gives notably more feedback from the front tire than I ever got in three seasons of racing the works Bimota Tesi.

But the big difference is that now there's no tradeoff for this outstanding steering and front suspension response if you ride the bike at something less than race pace. Instead, even at license-friendly speeds worthy of city streets, the ASP2 behaves exactly as a conventional tele-forked bike would, even if you have a hard time convincing yourself that's what you're riding judging from the view beneath your hands. It's been taught table manners that augur well for the street version.

However, this has been done in an unexpected way, which doesn't in any way sacrifice the whole advantage of a hub-center design like this that offers direct steering and a total absence of bump steer - even over the worst of the Gerards dips and ripples.

The fabulous British-brake cocktail of PFM cast-iron discs and new-generation Harrison Billet-6 calipers which (a) have improved pad choice and (b) have been redesigned to stop spreading under a hard squeeze, deliver stopping power the equal of anything this side of a factory Yamaha superbike. But of course on the ASP2, you have the added benefit of being able to trail brake deep into turns without fear of the suspension freezing, because of the hub-center design. You just have to convince yourself you can do it, and while it's a couple of years since I last tangoed with Tesi, after 20 laps of Mallory on the ASP2 I was starting to reprogram my self-confidence software.

You don't need to ride the bike like this on the track to appreciate the advantages of the design, though: Just wait until someone pulls out from a side street, turning in front of you while you're leaned over on the angle, then see what happens when you take a big handful of brake! It's a safety factor - ask any Yamaha GTS1000 rider (if you can find one).

No, what's frankly amazing is how Stevenson has achieved this confident, easy-steering low-speed handling. He's actually *reduced* the trail still more to just 67mm, and the head angle to an amazing nine degrees (yes, *nine*). When 22 degrees and 80mm of trail is considered extreme for a conventional tele-forked bike, this is pretty incredible, but to prove this is the key to the equation, he increased the trail to just 72mm (only 5mm more) for my second session. Suddenly the bike was back to its big sister's habits of pendular motion and didn't steer nearly as sweetly. Changing it back showed it was clearly the way to go. Who'd have thought it?

Other improvements over the ASP1 include jacking the rear end up a little higher to load the front end more - frontal weight bias is increased to 56/44 percent, same as my Ducati Supermono and a great recipe for carrying corner speed through turns if you have a front tire that will deliver grip, as well as front suspension that enables it to. The Dunlop slick works well on the track, but after a negative experience on the old ASP1 with a treaded front Dunlop, which twisted and deformed under heavy braking or if you tried to max out corner speed.

After declaring a vested interest I must recommend Stevenson to try the new dual-compound Bridgestones fitted to the Triumph T595/T509, which are just superlative in terms of grip and feel - Triumph didn't choose them over Dunlops without good reason. And he also seems to have dialed in a little more front-end dive under heavy braking than before, just to give your the feeling you really are stopping when you squeeze hard, though this is easily varied according to customer or rider taste.

One of the most depressing moments about testing other people's prototypes or specials is when you have to tell them they don't work. First time around with Andy Stevenson, he got a 60 percent pass mark and a needs-improvement admonition for rear-suspension design.

The ASP2 earns our boy a highly commended, 90 percent exam result. Put on your cap and gown, Stevenson Jr.! More to the point, it shows lots of promise for full-ride scholarship in street bike sales: look forward to sampling his graduation project, when it's finished!

YOU KNOW YOU'RE GOOD WHEN YOU WIN TWICE IN ONE RACE.

Suzuki's Edmondson dominates AMA GNCC/National Hare Scrambles at Hurricane Mills.

Talk about a win-win situation. In a rare event, the AMA Grand National Cross Country Series and AMA National Hare Scrambles Series met head-on in a single race. And Team Suzuki Off-Road's Paul Edmondson promptly left the pack stuck in the mud, sailing to a 35-second win. His booty: Two sets of first place points and an express ride to the top of the Hare Scrambles standings. It also marks the second Hare Scrambles win in just three tries for the triple World Enduro champ. Plus, teammates Steve Hatch and Rodney Smith powered their way to fourth and fifth place, giving Team Suzuki Off-Road the top three spots in the Hare Scrambles series. Not coincidentally, Hatch and Smith also hold the top two positions in the GNCC series rankings. Confused? Let us simplify: Suzuki equals winning. Hey, we're even offering over $810,000 in 1997 Suzuki Off-Road Contingency money. And that should make your wins twice as nice, too.

CALL 1-800-828-RIDE OR VISIT US ON THE WEB AT WWW.SUZUKI.COM FOR MORE INFORMATION. At Suzuki, we want every ride to be safe and enjoyable. So always wear a helmet, eye protection and protective clothing. Never ride under the influence of alcohol or other drugs. Study your owner's manual and always inspect your Suzuki before riding. Along with concerned conservationists everywhere, Suzuki urges you to "TREAD LIGHTLY" on public and private land. Preserve your future riding opportunities by showing respect for the environment, local laws and the rights of others when you ride. Professional rider photographed under closed-course conditions. Suzuki Off-Road Contingency paid on RMX and DR models only.

SUZUKI®

LEADERBOARD

1997 Championship Point Standings

ROAD RACING

FIM 500cc WORLD CHAMPIONSHIP SERIES
(After 1 of 15 rounds)

1. Michael Doohan (Hon), Australia (25/1 win)
2. Alex Criville (Hon), Spain (20)
3. Nobuatsu Aoki (Hon), Japan (16)
4. Luca Cadalora (Yam), Italy (13)
5. Takuma Aoki (Hon), Japan (11)
6. Carlos Checa (Hon), Spain (10)
7. Alberto Puig (Hon), Spain (9)
8. Norifumi Abe (Yam), Japan (8)
9. Sete Gibernau (Yam), Spain (7)
10. Tadayuki Okada (Hon), Japan (6)

FIM 250cc WORLD CHAMPIONSHIP SERIES
(After 1 of 15 rounds)

1. Max Biaggi (Hon), Italy (25/1 win)
2. Tetsuya Harada (Apr), Japan (20)
3. Olivier Jacque (Hon), France (16)
4. Ralf Waldmann (Hon), Germany (13)
5. Haruchika Aoki (Hon), Japan (11)
6. Tohru Ukawa (Hon), Japan (10)
7. Emilio Alzamora (Hon), Spain (9)
8. Cristiano Migliorati (Hon), Italy (8)
9. Jeremy McWilliams (Hon), Great Britain (7)
10. Olivier Petrucciani (Apr), Switzerland (6)

FIM 125cc WORLD CHAMPIONSHIP SERIES
(After 1 of 15 rounds)

1. Valentino Rossi (Apr), Italy (25/1 win)
2. Kazuto Sakata (Apr), Japan (20)
3. Noburo Ueda (Hon), Japan (16)
4. Mirko Giansanti (Hon), Italy (13)
5. Masaki Tokudome (Apr), Japan (11)
6. Jorge Martinez (Apr), Spain (10)
7. Tomomi Manako (Hon), Japan (9)
8. Yoshiaki Katoh (Yam), Japan (8)
9. Frederic Petit (Hon), France (7)
10 Lucio Cecchinello (Hon), Italy (6)

FIM WORLD SUPERBIKE SERIES
(After 1 of 12 rounds)

1. John Kocinski (Hon), Modesto, CA (34/1 win)
2. Carl Fogarty (Duc), Great Britain (33)
3. Simon Crafar (Kaw), New Zealand (32)
4. Aaron Slight (Hon), New Zealand (25/1 win)
5. Troy Bayliss (Suz), Australia (22)
6. Colin Edwards II (Yam), Buffalo, TX (20)
7. Scott Russell (Yam), Jonesboro, GA (19)
8. Martin Craggill (Kaw), Australia (17)
9. Akira Yanagawa (Kaw), Japan (13)
10. Andreas Meklau (Duc), Australia (11)

AMA/MBNA SUPERBIKE SERIES
(After 2 of 10 rounds)

1. Doug Chandler (Kaw), Salinas, CA (62)
2. Miguel DuHamel (Hon), Canada (56)
3. Pascal Picotte (Suz), Canada (54)
4. Steve Crevier (Hon), Canada (53)
5. Larry Pegram (Suz), Baltimore, OH (47)
6. Aaron Yates (Suz), Milledgeville, GA (45)
7. Paul Harrell (Yam), Canyon Country, CA (38)
8. Mat Mladin (Duc), Australia (37/1 win)
   Scott Russell (Yam), Alpharetta, GA (37/1 win)
10. Eric Moe (Kaw), Spring Lake, MI (31)

AMA/PRO HONDA OILS 600cc SUPERSPORT SERIES
(After 2 of 11 rounds)

1. Pascal Picotte (Suz), Canada (71/2 wins)
2. Aaron Yates (Suz), Milledgeville, GA (62)
3. Miguel DuHamel (Hon), Canada (59)
4. Steve Crevier (Hon), Canada (58)
5. Ben Bostrom (Hon), Redondo Beach, CA (54)
6. Rich Oliver (Yam), Fresno, CA (46)
7. Mike Smith (Kaw), Canton, GA (43)
8. Jason Pridmore (Suz), Ventura, CA (42)
9. Mark Miller (Suz), Long Beach, CA (41)
10. Andrew Stroud (Hon), New Zealand (40)

RICH OLIVER

AMA/TEAMLINE 750cc SUPERSPORT SERIES
(After 2 of 10 rounds)

1. Jason Pridmore (Suz), Ventura, CA (72/2 wins)
2. Ben Bostrom (Hon), Redondo Beach, CA (62)
3. Dale Keiffer (Suz), Las Vegas, NV (48)
   Chris Rankin (Suz), Austin, TX (48)
5. John Jacobbi (Suz), Noblesville, IN (44)
6. Brian Gibbs (Suz), Stockbridge, GA (41)
   Kenichiro Iwahashi (Hon), Japan (41)
8. Chuck Sorenson (Hon), Discovery Bay, CA (40)
9. Dax Snow (Suz), Las Vegas, NV (37)
10. Mark McDaniel (Suz), Santa Rosa, CA (36)

AMA 250cc GRAND PRIX SERIES
(After 2 of 10 rounds)

1. Rich Oliver (Yam), Fresno, CA (72/2 wins)
2. Randy Renfrow (Hon), Fredericksburg, VA (64)
3. Roland Sands (Yam), Long Beach, CA (58)
4. Greg Esser (Yam), Pompano Beach, FL (47)
5. Bobby Keith (Hon), Redwood City, CA (46)
6. John France (Hon), Melbourne, FL (42)
   Hikaru Miyagi (Hon), Japan (42)
8. Perry Melneciuc (Hon), Lehigh Acres, FL (39)
9. Leon Cortes (Hon), Coral Gables, FL (34)
10. Chris Rogers (Yam), Corona, CA (31)

AMA/PROGRESSIVE INSURANCE H-D SUPERTWINS SERIES
(After 2 of 11 rounds)

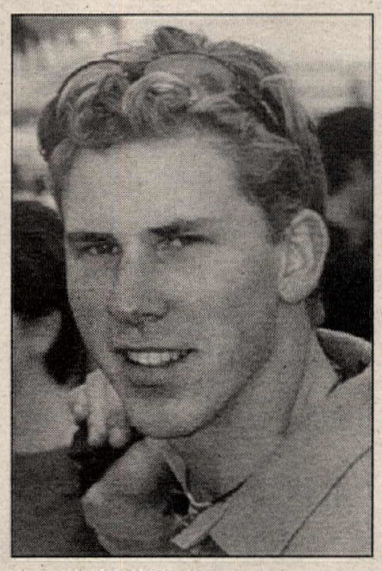
1. Eric Bostrom, El Segundo, CA (71/2 wins)
2. Shawn Higbee, Manhattan Beach, CA (65)
3. Dave Estok, Daytona Beach, FL (56)
4. Jake Zemke, Paso Robles, CA (54)
5. Lance Jones, Anderson, SC (51)
6. Jody Hendley, Mission Viejo, CA (50)
7. Shaun Russell, San Jose, CA (48)
8. Jess Roeder, Monroeville, OH (45)
9. Jerry Casciero Jr., Bel Air, MD (30)
9. Nate Wait, Lodi, CA (28)
10. Gary Rodgers, San Jose, CA (28)

AMA/PIRELLI FORMULA XTREME SERIES
(After 2 of 9 rounds)

1. Andrew Stroud (Hon), New Zealand (36/1 win)
2. Doug Toland (Hon), Buena Park, CA (32)
3. James Randolph (Suz), Santa Rosa, CA (30)
4. Brian Gibbs (Suz), Stockbridge, GA (28)
5. Ben Welch (Yam), San Diego, CA (26)
6. Dean Mizdal (Suz), Huntington Beach, CA (25)
7. Anthony Johnson (Suz), Layton, UT (24)
8. Akiharu Shigeno (Suz), Japan (23)
9. Scott Ruehle (Suz), Saint Cloud, MN (22)
10. Mike Krynock (Kaw), San Francisco, CA (21)

SUNOCO RACE FUELS/FORMULA USA SERIES
(After 2 of 9 rounds)

1. Dave Sadowski (Hon), Jefferson, GA (116)
2. Fritz Kling (Yam), Lansing, MI (106)
3. Andy Deatherage (Kaw), Cleveland, OH (95)
4. Tray Batey (Suz), Gallatin, TN (92)
5. Curtis Adams (Suz), Whittier, CA (70/2 wins)
   Doug Chandler (Kaw), Salinas, CA (70/2 wins)
7. Michael Fitzpatrick (Suz), Columbia, MD (66)
8. Eric Wood (Kaw), Mansfield, MA (65)
9. Jason Pridmore (Suz), Ventura, CA (64)
   Chris Carr (H-D), Valley Springs, CA (64)



CASEY JOHNSON

MOTOCROSS

AMA U.S. SUPERCROSS SERIES
(After 12 of 15 rounds)

1. Jeff Emig (Kaw), Riverside, CA (234/4 wins)
2. Jeremy McGrath (Suz), Canyon Lake, CA (232/2 wins)
3. Ezra Lusk (Suz), Bainbridge, GA (199/2 wins)
4. Larry Ward (Hon), Florence, SC (193)
5. Greg Albertyn (Suz), Riverside, CA (164/1 win)
   Mike LaRocco (Suz), South Bend, IN (164)
7. Doug Henry (Yam), Oxford, CT (150/2 wins)
8. Damon Bradshaw (Hon), Homedale, ID (126)
9. Jimmy Button (Yam), Phoenix, AZ (125)
9. Ryan Hughes (Kaw), Temecula, CA (96)

AMA EASTERN REGIONAL 125cc SUPERCROSS SERIES
(After 6 of 7 rounds)

1. Tim Ferry (Suz), Largo, FL (126)
2. Stephane Roncada (Hon), France (113/2 wins)
3. Ricky Carmichael (Kaw), Havanna, FL (98/2 wins)
4. John Dowd (Yam), Chicopee, MA (86/2 wins)
5. Scott Sheak (Hon), Germantown, NY (84)
6. Greg Schnell (Yam), Rancho Cucamonga, CA (81)
7. Jeff Dement (Kaw), Humble, TX (70)
8. Brock Sellards (Kaw), New Philadelphia, OH (59)
9. Robbie Skaggs (Hon), Macon, GA (56)
10. Jim Neese (Suz), Greensboro, NC (38)

AMA WESTERN REGIONAL 125cc SUPERCROSS SERIES
(After 6 of 7 rounds)

1. Kevin Windham (Yam), Baton Rouge, LA (128/4 wins)
2. Robbie Reynard (Hon), Norman, OK (109)
3. David Vuillemin (Yam), France (104/1 win)
   Casey Johnson (Kaw), Murrieta, CA (104)
5. Craig Decker (Kaw), Palm Desert, CA (83)
6. Pedro Gonzalez (Kaw), Mexico (67)
7. Casey Lytle (Hon), Santa Clarita, CA (65)
8. Corey Keeney (Yam), Oakdale, MN (62)
9. Nathan Ramsey (Suz), Hixon, TX (60)
10. Shaun Perolio (Hon), Saugus, CA (58)

AMA 250cc NATIONAL MX CHAMPIONSHIP SERIES
(After 1 of 13 rounds)

1. Jeff Emig (Kaw), Riverside, CA (50/1 win)
2. Jeremy McGrath (Hon), Canyon Lake, CA (44)
3. John Dowd (Yam), Chicopee, MA (36)
   Damon Bradshaw (Hon), Homedale, ID (36)
5. Larry Ward (Hon), Florence, SC (29)
6. Jimmy Button (Yam), Phoenix, AZ (28)
7. Mike Kiedrowski (Hon), Acton, CA (26)
8. Doug Henry (Yam), Oxford, CT (25)
9. Mike LaRocco (Suz), South Bend, IN (20)
10. Jason McCormick (Yam), Vancouver, WA (19)

AMA 125cc NATIONAL MX CHAMPIONSHIP SERIES
(After 1 of 13 rounds)

1. Ricky Carmichael (Kaw), Havana, FL (47/1 win)
2. Steve Lamson (Hon), Riverside, CA (41)
3. Kevin Windham (Yam), Baton Rouge, LA (38)
   Mike Craig (Hon), Lakeside, CA (38)
5. Robbie Reynard (Hon), Norman, OK (31)
6. Scott Sheak (Hon), Germantown, NY (29)
7. Michael Brandes (Yam), Menifee, CA (26)
8. Casey Johnson (Kaw), Murrieta, CA (21)
9. Stephane Roncada (Hon), France (20)
   Brian Deegan (Suz), Sun City, CA (20)

DIRT TRACK

AMA GRAND NATIONAL CHAMPIONSHIP SERIES
(After 1 of 24 rounds)

1. Terry Poovey (Rtx), Euless, TX (23/1 win)
2. Brett Landes (ATK), Los Gatos, CA (19)
3. Jay Springsteen (H-D), Lapeer, MI (16)
4. Dan Butler (Rtx), Waterford, MI (15)
5. Davey Camlin (Rtx), Rock Island, IL (14)
6. Willie McCoy (ATK), Richardson, TX (13)
7. Mike Hacker (Rtx), Prince George, VA (12)
8. Paul Iwanaga (Hon), Gilroy, CA (11)
9. Johnny Murphee (W-R), Paso Robles, CA (10)
10. Charlie Orr (Rtx), Irving, TX (9)

WILLIE McCOY

AMA NATIONAL HOT SHOE DIRT TRACK SERIES
(After 2 of 16 rounds)

1. Kenny Coolbeth (W-R), Warren, CT (38/1 win)
2. Terry Poovey (Rtx), Euless, TX (23/1 win)
3. Lonnie Pauley (Rtx), Salinas, CA (19)
   Brett Landes (ATK), Los Gatos, CA (19)
5. Scott Parker (H-D), Swartz Creek, MI (16)
   Scott Shin (H-D), Berwick, IL (16)
7. Roger Durkee Jr. (Rtx), Dudley, MA (15)
8. Morgan Coolbeth (Rtx), Warren, CT (14)
   Willie McCoy (Rtx), Richardson, TX (14)
10. Ryan Anderson (W-R), Portland, OR (13)
    Will Davis (ATK), Goldsboro, NC (13)

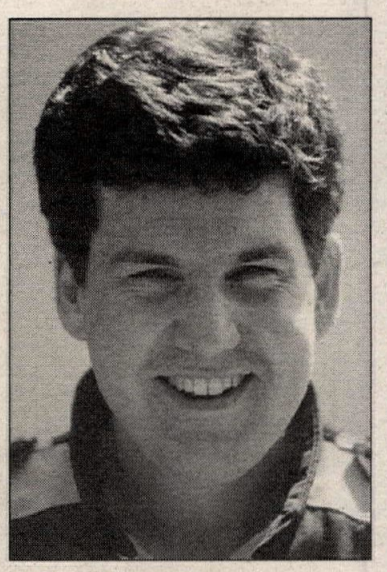
OFF-ROAD

AMA NATIONAL CHAMPIONSHIP ENDURO SERIES
(After 3 of 9 rounds)

1. Michael Lafferty (KTM), Millville, NJ (80/2 wins)
2. Randy Hawkins (Yam), Travelers Rest, SC (67)
3. Ty Davis (Kaw), Hesperia, CA (60/1 win)
4. Donnie Book (Kaw), Gypsum, CO (31)
5. Matt Stavish (KTM), Blaine, MN (29)
6. Forrest Tobin (KTM), Casper, WY (26)
7. Mike Monroe (Yam), Albaster, AL (21)
   Duane Conner (Yam), Washington, PA (21)
9. Frank Ramey (KTM), Abbeville, SC (18)
   Josh Whitaker (Hon), Plano, TX (18)
   Jason Dahners (KTM), Redmond, WA (18)

AMA NATIONAL CHAMPIONSHIP HARE & HOUND SERIES
(After 2 of 6 rounds)

1. Ty Davis (Kaw), Hesperia, CA (60/2 wins)
2. Brian Brown (Kaw), Nampa, ID (39)
3. Nick Pearson (KTM), Pioche, NV (34)
4. Steve Hengeveld (Kaw), Phelan, CA (29)
5. Greg Zitterkopf (KTM), Chino, CA (25)
   Jim Gray (KTM), Gunnison, CO (25)
7. Ed McCoy (Kaw), Virginia City, NV (22)
   Russell Pearson (KTM), Pioche, NV (22)
9. Paul Krause (Kaw), Irvine, CA (21)
   Donnie Book (Kaw), Gypsum, CO (21)



JASON DAHNERS

AMA NATIONAL CHAMPIONSHIP HARE SCRAMBLES SERIES
(After 3 of 8 rounds)

1. Paul Edmondson (Suz), Great Britain (78/2 wins)
2. Rodney Smith (Suz), Oakley, CA (66)
3. Steve Hatch (Suz), Ithaca, NY (60)
4. Jason Dahners (KTM), Redmond, WA (45)
5. Brian Garrahan (Kaw), Boulder Creek, CA (41)
6. Patrick Garrahan (KTM), Boulder Creek, CA (33)
7. Ty Davis (Kaw), Hesperia, CA (30/1 win)
8. Rob Kopp (Kaw), Mica, WA (26)
9. Scott Plessinger (KTM), Hamilton, OH (25)
10. Destry Abbott (KTM), Glendale, AZ (24)

AMA GRAND NATIONAL CROSS COUNTRY SERIES
(After 4 of 13 rounds)

1. Steve Hatch (Suz), Ithaca, NY (74/1 win)
2. Scott Summers (Hon), Petersburg, KY (73/1 win)
3. Scott Plessinger (KTM), Hamilton, OH (69)
4. Rodney Smith (Suz), Oakley, CA (51/1 win)
5. Jason Dahners (KTM), Redmond, WA (44)
6. Randy Hawkins (Yam), Travelers Rest, SC (40)
7. Paul Edmondson (Suz), Great Britrain (37)
8. Jim Jarret (Yam), Minerva, OH (33)
   Ty Davis (Kaw), Hesperia, CA (33)
10. Thomas Carson (Suz), Hopedale, OH (31)

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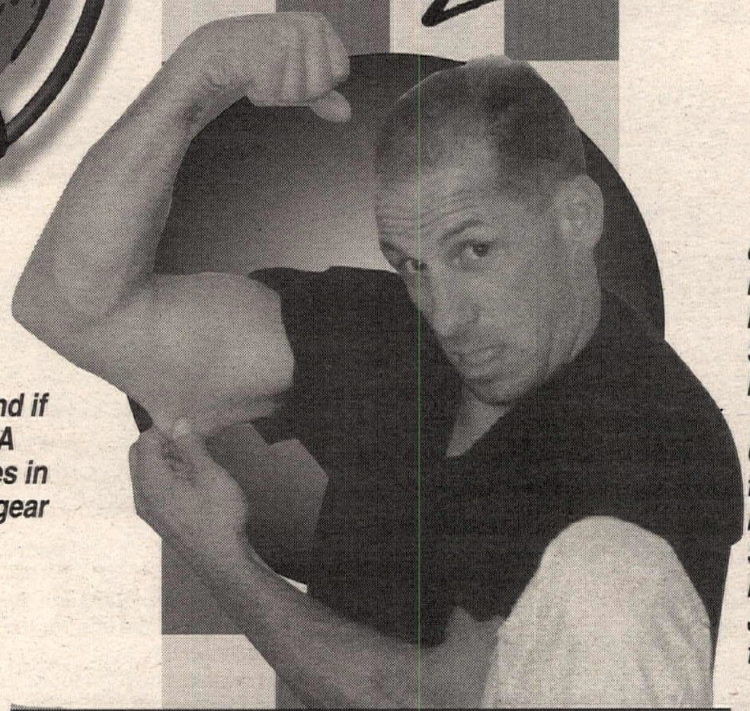


Motoworld hits the raceways in April with World Grand Prix, World Superbike, and the AMA Superbikers at Laguna Seca, and if that doesn't get your heart pounding the AMA Supercrossers continue their on going battles in the war for the title. Racing season is in top gear and Motoworld is right in the thick of it!

2nd Verse - Different from the first. Hold on tight and lock in the differential, as Jerry rejoins the boys from land rover. It's the International Camel Trophy selection in Seville, Spain. This is the true definition of hardcore!

Then, the MW2 Rev It Up crew heads to Clarksburg, West Virginia for Round Five of the GNCC Series. Jerry updates the brewing rivalry between Honda's King of the Hill, Scott Summers, and Suzuki's Ace in the Hole, Paul Edmondson. At the same time Jerry tests his skills on a Fred Bramblet tuned Honda XR400. Don't miss it!

MOTOWORLD
APRIL 1997 SCHEDULE ON *ESPN2*

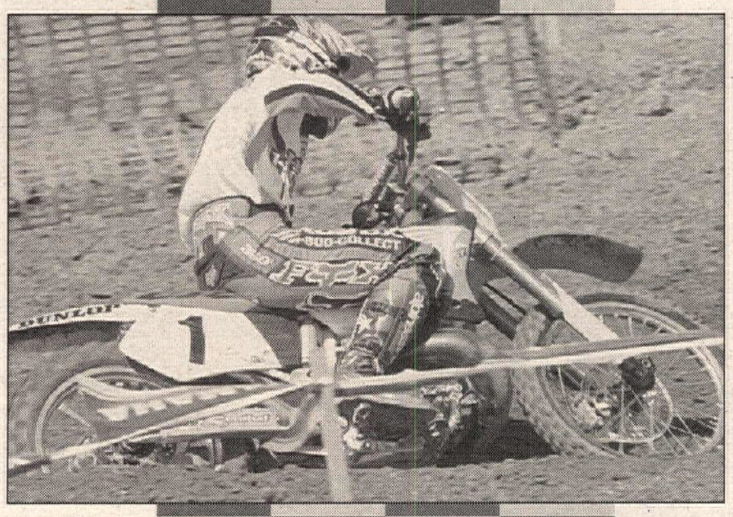
Original Show Telecast				*Repeat Telecast*	
EASTERN TIME					
			4/2	Wed	2:00-2:30AM
4/4	Fri	10:30-11:00PM	& 4/5	Sat	12:30-1:00PM
			4/9	Wed	3:30-4:00AM
4/10	Thur	7:30-8:00PM	& 4/12	Sat	12:30-1:00PM
			4/16	Wed	3:00-3:30AM
4/19	Sat	12:30-1:00PM	& 4/19	Sat	10:00-10:30PM
			4/22	Tues	3:00-3:30AM
4/25	Fri	11:00-11:30PM	& 4/26	Sat	12:30-1:00PM
			4/28	Mon	3:00-3:30AM

MOTOWORLD 2 "REV IT UP"
APRIL 1997 SCHEDULE ON *ESPN2*

Original Show Telecast				*Repeat Telecast*	
EASTERN TIME					
3/23	Sun	7:30-8:00	& 3/24	Mon	5:30-6:00AM
4/5	Sat	4:00-4:30PM	& 4/8	Tue	2:00-2:30AM
4/26	Sat	1:00-1:30AM	& 4/28	Mon	5:30-6:00AM
5/11	Sun	1:30-2:00PM	& 5/17	Sat	3:30-4:00AM
5/18	Sun	1:00-1:30PM	& 5/19	Mon	2:00-2:30AM

DAYTONA BIKE WEEK
APRIL 1997 SCHEDULE ON *ESPN2/ESPN*

EASTERN TIME				
NASB, FUSA, Buell (repeat)	4/1	Tues	12:00-2:30AM	ESPN2



1997 SUPERCROSS
APRIL 1997 SCHEDULE ON *ESPN2*

EASTERN TIME			
Houston, TX	3/28	Friday	9:30-11:30PM
(repeat)	3/29	Saturday	1:00-3:00PM
(repeat)	4/1	Tuesday	1:30-3:30PM
(repeat)	4/1	Tuesday	4:00-6:00PM
Orlando, FL	4/4	Friday	8:30-10:30PM
(repeat)	4/5	Saturday	3:30-5:30AM
(repeat)	4/6	Sunday	6:00-8:00PM
(repeat)	4/7	Monday	4:00-6:00PM
St. Louis, MO	4/11	Friday	9:30-11:30PM
(repeat)	4/15	Tuesday	4:00-6:00PM
Pontiac, MI	4/26	Saturday	11:00-1:00AM
(repeat)	5/1	Thursday	3:30-5:30AM

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Web site design and management by **The Matré Company** 770.487.5403 www.matre.com

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Pre-trial statements

(Left) Doug Lampkin (left) and Marc Colomer fought to the end for the 1996 World Championship with Colomer getting the nod. The fight looks set to continue through 1997.
(Above) Japanese teenager Kenichi Kuroyama is a bit of an unknown quantity this season since he didn't compete in the Indoor World Cup but should do well with his bicycle-trials-derived style.

By John Dickinson

The 1997 World Trials Championship is set to be one of the best ever - thanks to the continuation of the amazing head-to-head contest between reigning champion Marc Colomer and recently crowned world indoor king Doug Lampkin. The battles between these two have the entire trials world buzzing.

To be absolutely honest, I don't expect anyone else to come even close to this pair in the championship. Both are amazingly focused, both are riding right at the peak of their form and both have the absolute backing of their respective factories. Lampkin's Italian Beta factory has set the pace in trials development ever since launching the revolutionary Zero back in 1989, but this year, their Spanish rivals Montesa are launching an unprecedented sales attack with the Honda-designed Cota 315, the prototype of which won last year's championship with Colomer at the controls.

And to effectively double the interest for spectators - not to mention double the pressure for the riders, a brand-new format has been introduced to the 10-round series by the FIM. Like last year, each trial will be a two-day event. Unlike last year, championship points will be awarded for the position gained on each day. Effectively, this is a 20-round championship.

Previously, the two-day format of a single loop of 14 sections on Saturday, followed by two loops on Sunday has been bitterly criticized by the riders. They said it was very difficult to concentrate on Saturday's single loop and say it has been virtually a waste of everyone's time. But now, their pleas for change have been answered and they have everything to go for with two full loops and full championship points up for grabs on both days. The same course and sections will be used each day, although the FIM jury may allow one or two sections to be changed if they have proved to be too difficult or dangerous.

A further major change is that the time allowance for the completion of each section has been reduced by a third, down from three minutes to just two. The reasoning is obvious, to encourage riders to flow through the sections rather than waste time static balancing. The section plotters will also have to adjust the length and degree of difficulty of their hazards to suit the new time limit. Organizers must also be careful to make sure that each rider can complete the course in a total time of five hours, 30 minutes each day.

One rule change which has caught everyone by surprise is that which now allows a rider to stop and realign his stationary machine in any direction with his foot down. This is thought by many to be a backward step (pun intended!). Many riders, officials, factory representatives and so forth have lobbied for the opposite in an effort to ban the stationary dab. But the majority vote of the FIM trials committee went the other way on the grounds that it is easier for spectators and observers to understand, although how they came to this conclusion is more difficult to glean.

The above rule changes have at least all been introduced in the right spirit, namely to keep trials on an upward swing. Trials, a traditional sport, has been given a snappy new bite by the new breed of younger riders headed by Lampkin and Colomer, and behind them come riders like the Japanese duo of Kenichi Kuroyama and Takahisa Fujinami and Spaniard David Cobos - all tremendously exciting to watch.

The indoor season has kept trials fans on a high right through the winter and the Colomer vs. Lampkin battles have attracted many new enthusiasts to the sport. And while the indoor series was good, you ain't seen nothin' yet!

AND THE WINNER IS...

1. Doug Lampkin, 21 (Britain - Beta): Yes, being British I would say that, wouldn't I. But there is more to this choice than blind prejudice - like the Lampkin clan might kneecap me for not picking Doug to win! To be honest, I don't think there is any difference between Lampkin and Colomer when it comes to ability. Last season Lampkin was certainly more crash-prone than Colomer, but the winter indoor season, with its extreme sections, will have helped Lampkin in this respect. And his confidence is at an all-time high. Lampkin's main asset, though, is his virtually unflappable temperament. He thrives on pressure and can pull out a brilliant

(Left) Seven-time World Champion Jordi Tarres is certainly the best there's ever been in the sport, but does he still have what it takes to nail down the championship?

ride at the crucial moment. And the Lampkin family invented the phrase, "The will to win." His father, Martin, won the first-ever World Trials Championship back in 1975 for Bultaco and was famous for his never-give-up attitude. Says Doug, a genuinely friendly rider, with time for press and fans alike: "There is only one thing that means anything to me and that is winning. You can't believe how bad I feel if I don't win. To me it's simple, the 1997 World Championship is mine."

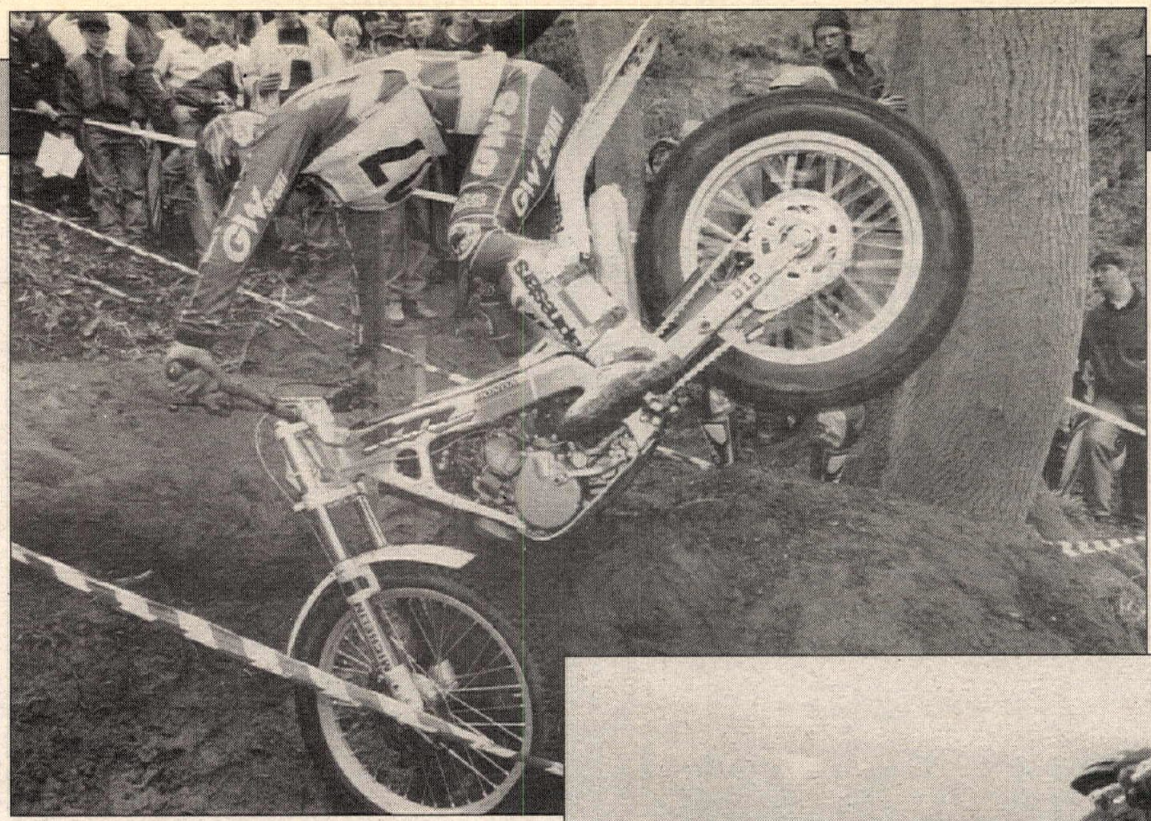
2. Marc Colomer, 23 (Spain - Montesa): Reigning World Champion Colomer certainly knows how hard it is to win the title, having lost out to Jordi Tarres several times before finally and deservingly nailing it last year. But they say that winning a title is one thing and hanging on to it another. So the big question will be how Colomer handles the pressure. He certainly gives the air of being relaxed, but when things go wrong he often can crack from the pressure. Colomer is certainly a brilliant rider but he won't have to go looking for pressure in '97 - it will be right on his shoulders from the first section. Then there is the "hidden" pressure from the Fortuna cigarettes-sponsored Spanish Federation - second is no good to them; having the World Champion is all that counts. Colomer is certainly not an easily approachable rider, tending to end interviews before they start; one question and he is gone. I have a feeling that 1997 interviews could be the shortest yet.

3. Kenichi Kuroyama, 18 (Japan - Beta): Kuroyama burst onto the scene two years ago as a 15-year-old former World Bicycle Trials Champion and rode his Beta just like a bicycle, hopping it everywhere. Slightly built with a sunny personality, he's a big crowd favorite. He looks about 12 years old. Kuroyama jumped up to number four last year but obviously still has further potential. Because he refused the offer to compete in the indoor championship, no one knows what his early-season form will be like. If nothing else, he is a big asset to the world trials show.

4. Jordi Tarres, 30 (Spain - Gas Gas): Who can argue with seven world titles and a total haul of 61 wins and 2153 world championship points? Tarres is quite simply the greatest trials rider of all time. Yes, we have been writing him off for three years, but I was right on the button predicting third for him last year and unfortunately, the only way is downhill. Tarres has been readying himself for one final effort, cutting back drastically on his indoor appearances in order to concentrate his practice outdoors. He tends to use his experience to take safe deliberate dabs these days. But with Colomer and Lampkin going for cleans every time, it just won't be enough.

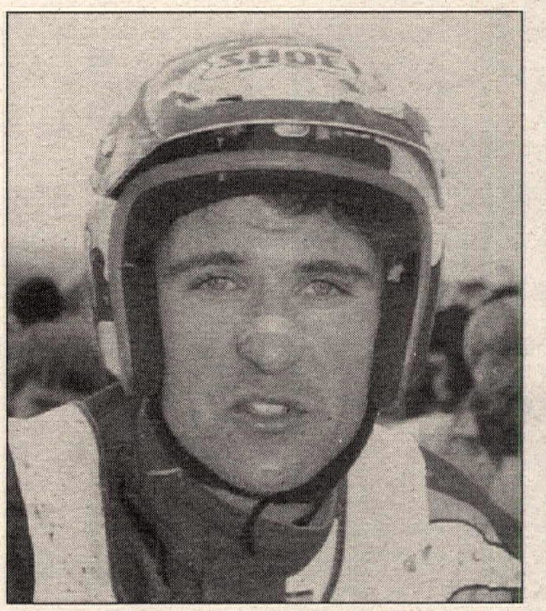
5. Takahisa Fujinami, 17 (Japan - Honda): Already we are in unknown territory - the competition for fifth to 15th place is going to be intense. The difference between scoring 10 or 11 points and non-scoring in 16th place will only be a few marks in each round. Despite this being only his second year on the circuit, Fujinami is sure to move up from seventh. His style last year was very raw, making up for in aggression what he lacked in technical skill. He has stacks of potential and an attitude in advance of his years that will help him make the grade.

6. Bruno Camozzi, 25 (France - Gas Gas): If he rides to his ability Big Bruno will finish right around here. If he doesn't, he could be out of the top 15. Camozzi has a massive physical presence, unusual for a modern trials rider, and when pumped can do anything. He started well indoors but appeared to lose interest toward the end of the series. Camozzi can be excellent company but his big drawback is his temperament and tendency to totally lose control, especially when assisted by his brother Christophe, as he will be this year.



(Left) Takahisa Fujinami, only 17, has a raw, aggressive style that more than makes up for his lack of finesse.

(Right) Once the most flamboyant of the World Championship riders, Amos Bilbao's results have suffered somewhat and he has become more subdued. Positive results in '97 could bring him back to his old ways.
(Bottom) Known as more of an indoor specialist, Steve Colley didn't make the cut for the indoor championship this past winter. It should motivate him to do better this outdoor season.



7. Amos Bilbao, 27 (Spain - Gas Gas): Again I'm predictting that experience will outweigh youth. Once the clown prince of the circuit, Bilbao has been much more withdrawn and far less extroverted over the last season or so. He claims that there is no off-season now with the indoor series and he has been feeling the pressure. He won the Spanish Championship last year, against the odds, by beating both Colomer and Tarres. Whatever the outcome, it would be nice to see a return to the happy-go-lucky Bilbao of old.

8. Steve Colley, 25 (Britain - Gas Gas): Colley is the rider who has failed to deliver what he has promised. A supremely gifted rider, he has repeatedly failed to get his head into the World Championship and drifted to a disastrous 11th last year. This kept him out of his beloved indoor trials during the winter and missing that series stung him hard. It is for this reason alone that I predict a Colley resurgence. The chance to perform indoors - he is a supreme showman - will drive him on.

9. David Cobos, 17 (Spain - Gas Gas): Back to youth here and I expect Cobos to improve on his last season's number-14 berth wherever he finishes. A longtime protege of Gas Gas export manager - and former top trials rider - Andreu Codina, Cobos had been expertly steered throughout his career. Last year his priority was the European championship and he finished second behind compatriot Gabriel Reyes despite missing a round through injury - he crashed a moped on the road and broke his wrist!

10. Graham Jarvis, 21 (Britain - Scorpa): The great battles between British and Spanish riders will continue this year and Jarvis is looking to establish himself in the big-time. He is an extremely quiet, shy person who transforms when he gets on a trials bike. Campaigning the one French-built Scorpa is maybe not the best thing for Jarvis, but his mentor, Malcolm Rathmell, keeps him motivated. And a special works 250 has pumped him up for the start of the series.

Take your pick after this. As I said, it will be just that tight from fifth to 15th. Finn Tommi Ahvala, World Champion back in 1992, is one name missing from this list, but his confidence is low at the moment and his indoor Fantics have certainly left a lot to be desired this winter. European Champion Gabriel Reyes is another obvious wild-card choice as is fellow Spaniard Marcel Justribo, who has switched from Beta to Gas Gas. And Spaniard Joan Pons, former world number four, is an unknown quantity following a mediocre '96, but he's is back on a special 330 Gas Gas - riding for the Italian Gas Gas importer. He could just get back in there.

Missing from the start line this year will be Italian Diego Bosis, former world number two and once the most exciting rider on the scene. Declaring himself now "too old," Bosis will stay in Italy and ride a Montesa in his home championship. Also missing will be Japanese riders Takumi Narita and Tomoyuki Ogawa. Neither has been able to raise sufficient funds for a '97 campaign. Narita has been a popular competitor for years, while 20-year-old Ogawa deserved another crack at the series.

So there you are, an inspired view through the feet-up crystal ball or simply a blind stab in the dark... Whatever, all will be unveiled as the world's best balance artists battle it out through the summer. CN

Bartolini gives Yamaha thumper first win

By Alex Hodgkinson

CASTIGLIONE DAL LAGO, ITALY, APR. 6

Italian Andrea Bartolini gave the YZM400F Yamaha a win in only its second GP and achieved his own personal piece of history at Castiglione dal Lago, as the 28-year-old rider became the fifth rider in the history of the sport to win GPs in all three classes (after Kees Van der Ven, Eric Geboers, Jean-Michel Bayle and Trampas Parker).

"This win has given me the most satisfaction," a jubilant Bartolini said afterward. "To win, and so quickly, on a bike in which I have been involved in the development, is particularly sweet. And in front of my home crowd."

Defending champion Shayne King and new points leader Joel Smets also had cause for delight. The Kiwi inflicted a morale-boosting defeat on the Italian in the second moto, while the Belgian went to the head of the table on his 28th birthday.

"And it's the first race for a long time that I didn't crash in either moto," King said.

The first moto was just what the home crowd came to see.

Things looked bleak for Bartolini as he gated poorly and completed the first lap 11th - with most of his major rivals ahead - but the Italian Yamaha teamster's riding was a class apart.

"He's riding smooth, he's got the best lines, he's jumping higher and further than everyone else, and he's riding the turns tighter and getting on the gas quicker," King said.

Bartolini passed the champion after 10 minutes to hold fifth and at 25 minutes took over a lead which he was never to lose again.

Bernd Eckenbach had been the initial leader, but sensibly accepted his fate as he dropped back gradually to eighth after leading for three laps.

"It doesn't look good to be going backwards already in the first moto," Eckenbach said. "But I was determined to ride my own race and not to make mistakes. I should've stayed top six, but my rear brake got too hot and I was having to ride too carefully on the downhills during the second half of the moto."

Next to lead was Darryll King and indeed the Kiwi offered the most resistance to Bartolini, actually repassing him the first time he came past. Smets eventually passed the Husky three laps from the end, and King then stalled to fall into the clutches of Kurt Nicoll and King's brother Shayne.

The champion, Shayne King, was relieved to have made the podium.

"I made a good gate, but someone rammed me in the first turn and I had to ride too hard on the first lap to move back from about 15th to seventh," Shayne King said. "My forearms pumped up so I couldn't push it any more during the first half of the race. Once I got on the gas I had much better lines than Kurt and Darryll and it was easy to pass."

Ahead of him on the podium was birthday boy Smets.

"It may sound silly, but I am really happy with second," Smets admited. "I lost the title last year because I made too many mistakes and I have been doing the same thing this year. It was really important for me to finish a race without crashing. Once I get into the habit of doing that I know that the speed is there and I can start to force it again."

Nicoll was a frustrated fifth.

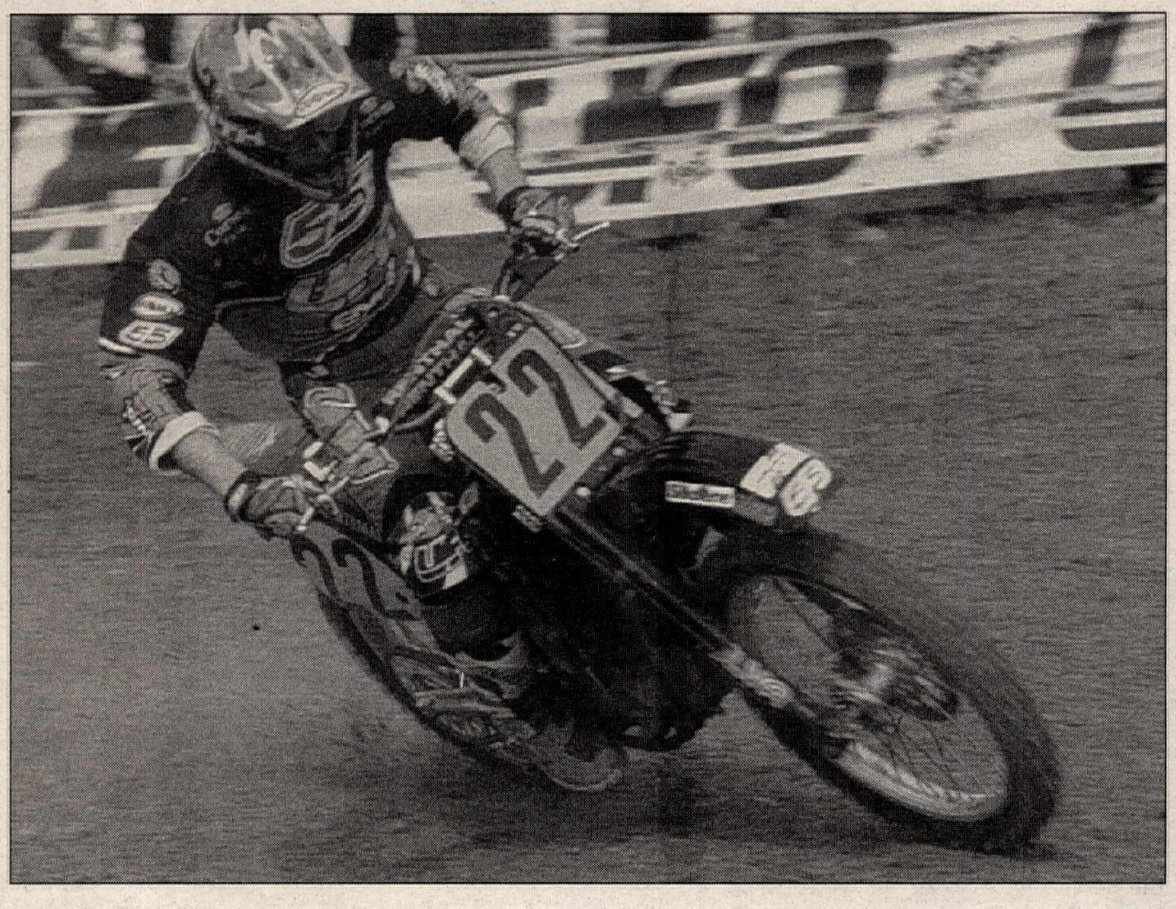
"I'm fighting the bike all the way today and I can't put my finger on the problem," Nicoll said.

Fellow KTM rider Trampas Parker had a long hard ride to seventh after making too little headway early on from 13th, and Peter Johansson was a disconsolate 10th after getting closed down badly in the first turn. Dietmar Lacher did well to take 12th after hitting the deck twice on the first lap.

One would have thought that KTM frame engineer Tobbe Gustafsson had had a premonition as he kicked some ruts flat in the first turn immediately before race two because it was on that very line that King holeshot.

"I was back to my old tricks," King said. "Holeshot, then run away and hide."

Indeed it was as he led by nearly 10



(Above) History times two: Andrea Bartolini piloted the Yamaha YZM400F to its first major motocross win in front of his countrymen at the Italian GP. With the victory, Bartolini also became only the fifth rider in history to win motocross GPs in all three classes. (Right) Former 125 and 250cc World Champion Trampas Parker finished fifth overall with 7-5 performances on his Vertemati.

(Left) Joel Smets was pleased to put together two crash-free motos. The Belgian former World 500cc Champion grabbed third place in both to finish third overall and assume the points lead. (Above) Still smarting from a foot injury suffered at the German GP, America's Keith Bowen struggled all day, crashing in the first moto and ultimately failing to finish in the top 15 overall.

seconds before Bartolini could fight his way through to second.

The Italian had also gated well but almost met with disaster in the first turn.

"Lacher braked so late, our machines locked together and we almost went into the fence," Bartolini said.

Once second the Italian quickly reduced King's lead.

"He looked faster than he was in that race," King said. "I made a couple of terrible mistakes and even ran off the track once to waste my early lead. But I never let him get closer than two seconds. I want to see the lap times of that race. Once I settled down I felt that I was riding consistent laps, but he was losing and then coming again. I was never worried though and it was important psychologically to beat him in that one, both for me and to show him."

Bartolini was gracious in defeat.

"I made another big attempt to catch him three laps from the end," Bartolini said. "But I soon realized that it would be too risky to attempt a pass so I settled for second and the overall win."

There was a battle royal for third between Parker and Smets until the American faded badly in the closing laps.

"That was a battle," Smets said. "We touched so many times when I tried to pass him earlier in the race, so I decided to wait until he got tired. Lacher was close so I knew I had to make the most of it and I really charged hard when I finally got clear of Parker."

Lacher confirmed the intensity of the battle.

"I had to come a long way to catch them up after I had tangled with Bartolini in the first corner," Lacher said. "And that had dropped me out of the top six. Perhaps it was a mistake not to go for the pass straight away but their battle was so hectic it was just too risky. It took me a lap to pass Parker after Smets had gone past and Joel had escaped by then."

Even worse off was poor Peter Johansson, stopped in the first turn for the second race in a row.

"It was even worse this time because a Honda crashed right in front of me and I jammed my front wheel into his frame and stalled the motor," Johansson said.

The Swede was 10th again.

"I wish the race had been another 15 minutes," he said. "I took four places in the last three laps and could see three more riders just ahead of me."

Keith Bowen eased his way through qualification but was in discomfort all weekend with broken toes in his left foot, a relic of a practice crash at the German championship round a week earlier. Early hopes of salvaging something as he gated 14th in race one ended with a third race fall and Bowen never had a chance in race two, running 24th on lap one. CN

Italian 500cc GP
Castiglione dal Lago, Italy
Results: April 6, 1997 (Round 2 of 12)

MOTO 1: 1. Andrea Bartolini (Yam); 2. Joel Smets (Hbg); 3. Shayne King (KTM); 4. Darryll King (Hus); 5. Kurt Nicoll (KTM); 6. Franco Rossi (Hon); 7. Trampas Parker (Ver); 8. Bernd Eckenbach (Kaw); 9. Mikkel Caprani (Hus); 10. Peter Johansson (Yam); 11. Gert Jan Van Doorn (Hon); 12. Dietmar Lacher (Hon); 13. Jonte Engdahl (Hon); 14. Danny Theybers (KTM); 15. Erwin Machtlinger (Hon).

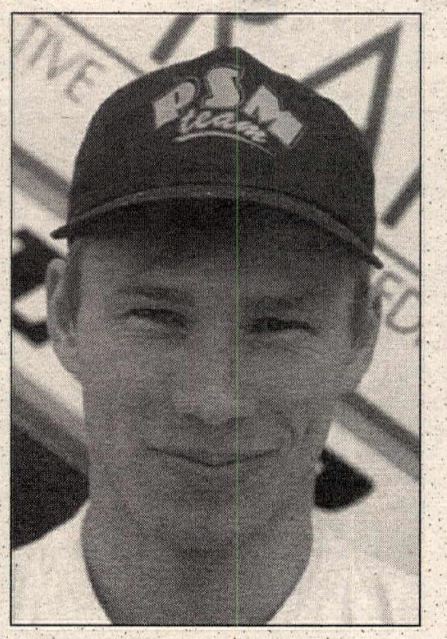
MOTO 2: 1. Shayne King (KTM); 2. Andrea Bartolini (Yam); 3. Joel Smets (Hbg); 4. Dietmar Lacher (Hon); 5. Trampas Parker (Ver); 6. Darryll King (Hus); 7. Kurt Nicoll (KTM); 8. Bernd Eckenbach (Kaw); 9. Franco Rossi (Hon); 10. Peter Johansson (Yam); 11. Danny Theybers (KTM); 12. Mikkel Caprani (Hus); 13. James Marsh (KTM); 14. Rupert Walkner (KTM); 15. Fredrik Hedman (Hbg).

O/A: 1. Andrea Bartolini (Yam); 2. Shayne King (KTM); 3. Joel Smets (Hbg); 4. Darryll King (Hus); 5. Trampas Parker (Ver); 6. Kurt Nicoll (KTM); 7. Dietmar Lacher (Hon); 8. Franco Rossi (Hon); 9. Bernd Eckenbach (Kaw); 10. Peter Johansson (Yam).

500cc WORLD CHAMPIONSHIP MX SERIES POINTS STANDINGS (After 2 of 12 rounds): 1. Joel Smets (54); 2. Shayne King (49); 3. Andrea Bartolini (45/1 win); 4. Kurt Nicoll (42); 5. Gert Jan Van Doorn (35); 6. Avo Leok (30/1); 7. Dietmar Lacher (27); 8. Darryll King (26); 9. Johan Boonen (25); 10. Jonte Engdahl (25); 11. Peter Johansson (23); 12. Jacky Martens (20); 13. Trampas Parker (20); 14. Franco Rossi (17); 15. Bernd Eckenbach (16); 16. Danny Theybers (15); 17. Mikkel Caprani (14); 18. Peter Dirkx (10); 19. Bengt Laeremans (9); 20. Willie Van Wessel (9).

Upcoming Rounds:
Round 3 - April 20, Sittendorf, Austria
Round 4 - April 27, Payerne, Switzerland

Briefly...



Series leader going into the Italian GP **Avo Leok** nearly didn't even qualify, an improvement of two seconds on his previous best 10 minutes from the end of qualification just getting him in as 19th (20 qualify) in his group. He was already resigned to surrendering his points lead on Sunday. "I guess it's over, but it was nice while it lasted," the opening-round winner said. "I am told somebody once said that everyone can be famous for a day. I am realistic enough to know that my win in Lommel was a freak result. I have always been better in sand and I had been riding there for two months in training. We are also struggling to find a good suspension setup on hard tracks at the moment." The Belgian GP had actually been the 25-year-old's first race as a member of the Belgian PSM team. "I was offered the ride after I had ridden the early season races on my Honda." Leok is now also the only 500cc GP rider with a tire deal from Dunlop. "I used a Dunlop rear tire which we had bought in Lommel, but the front was a Russian-made tire which looks like a Barum." Dutch FIM man Albert Hofhuis, Jury president at both of the first two GPs, said that he was doubtful as to the legality of the Russian tire. "There are maximum sizes for tires and that Russian one had an awfully heavy tread. But no one protested." Leok was 32nd and 24th at Castiglione.

Leok's PSM teammate **Gerald Delepine** was riding a Honda CR500 in Italy. "The 360 which we built just did not have enough power," he said.

The British GP at **Farleigh Castle** in July has been canceled and replaced by Hawkstone Park. Farleigh organizer John Horler claimed that he was faced with a large bill for policing (he must pay the same sum this year for the Foxhills 125/250cc double-header after trouble in the beer tent last year which resulted in the riot police being called) and could not take the financial risk after low crowds at British 500 GPs in recent years.

Trampas Parker's **Vertemati** now has cable rather than hydraulic clutch, but the KTMs continue with this and now have special hydraulic oil which should run cooler than the brake fluid used previously in the mechanism.

Yamaha YZM400F project leader Masakazu Shiohara was in Castiglione, having arrived in Europe two days earlier. "I will stay for two weeks and return to Japan just before the Austrian GP. We have been able to carry out some very useful tests on carburetion settings here during practice and, judging by the times set by our riders (Bartolini was fastest throughout free practice and qualified third with Johansson fifth less than a quarter of a second slower), it would appear that we now have a good basis for settings on fast, hard tracks. Both riders, particularly Bartolini, have made comments about the bike and the team will stay in Italy to test in relation to these things during the next one and a half weeks." Shiohara, only appointed to the project this year, has previously been senior engineer on a number of road racing projects. "The result of the Belgian GP was disappointing, but it is not always possible to win immediately. On all of the projects in which I have been involved we have been winning within six or seven races, however, and I was confident that this would be no exception."

Interesting facts time: There were seven different marques in the first eight of each moto at Castiglione. The only manufacturer to double up was KTM with Shayne King and Kurt Nicoll. The only Italian to previously win a 500cc MX GP was Franco Rossi, and the 33-year-old veteran actually had his best result for several years with eighth on the day. Bartolini's win was Yamaha's first in the 500cc class since 1988 (Jacky Vimond in Sweden). Only Gert Jan Van Doorn of the first-round podium even scored in Italy with just five points. Only eight riders on four-strokes qualified in Italy, but seven of them scored, the odd man out being Jacky Martens, who had won the first moto of the campaign in Belgium but has not finished a moto since. He complained of suspension and tire problems in Italy. The other riders to have won World Championship MX GPs in all three classes are Kees Van der Ven (who completed the feat in 1986), Eric Geboers (1987), Jean-Michel Bayle (1991) and Trampas Parker (1995). Only Geboers completed the achievement away from the 500s in his lone 250cc season, while Van der Ven started off his winning ways in the 250s. Bayle, Parker and Bartolini have set their records in the 125-250-500 sequence.

The early season standings in the **manufacturers' championship** show KTM well in the lead with 72 points ahead of Husaberg (54), Honda (53), Yamaha (52), Husqvarna (46), Kawasaki (46) and Vertemati (20). Only the single highest scorer on each marque in each moto counts. Honda heads the 250cc stakes with 66 to Yamaha's 63, Suzuki's 61, Kawasaki's 51 and KTM's 17. Yamaha (with 40 points) leads TM (27), Husqvarna (23), Kawasaki (22) and Honda (12) in the 125cc class.

The battle continues

FILE PHOTO

(Above) Doug Lampkin did it in Spain, narrowly defeating his main rival Marc Colomer (right) to take the early, albeit narrow, championship lead.

By John Dickinson

ST. FRUITOS D. BAGES, SPAIN, APR. 5-6

Doug Lampkin drew first blood in the 1997 World Trials Championship with a tremendously satisfying overall victory in the opening Spanish round, ending the weekend just a solitary point in front of - guess who! - Marc Colomer. In surprisingly hot, dry conditions for the time of year, Lampkin took the ball straight into Colomer's home court and scored what could eventually prove to be a vital early psychological victory.

With championship points being awarded for both days of this year's 10-round competition, Lampkin took 20 points for winning on Saturday and 15 for third place on Sunday, giving him a total of 35, just one ahead of local hero Colomer who claimed 17 points for each of his two second places to total 34.

Upsetting our two title favorites on Sunday was diminutive Japanese star Kenichi Kuroyama. Kuroyama had struggled on the opening day to finish a lackluster ninth with lap scores of 40 each time. But on Sunday, something clicked and Kuroyama just lit up. He halved his lap score on the opening circuit with a threatening 20 and then amazingly halved it again on the final go-around to leapfrog ahead of both Colomer and Lampkin to snatch a surprise first place on the day.

The Spanish trial was staged in St. Fruitos d. Bages, a town some 35 miles north of Barcelona, and run over a 14-section course that was lapped twice both days with each day scored as a separate trial. This will be the format for all 10 stops on the circuit this season, effectively making it a 20-round series. As is expected, the sections featured mainly big, intimidating rock steps, but in this region a key feature was the loose sand that the rocks were set in. And there were variations on the big rocks with several sections set in loose gullies, with the moving sand proving as tricky to ride as the big stuff.

Saturday's opening loop was to prove just how far ahead of the rest Lampkin and Colomer currently are. From the total of 28 sections, Lampkin logged no fewer than 16 cleans and Colomer 13. The next best score of cleans came from HRC rider Takahisa Fujinami on eight, while Jordi Tarres could only muster six.

With only two minutes allowed per rider per section in this year's series, the trial flowed much faster than previously and fear of riders running out of time in the hazards never materialized. But Lampkin was one of the first riders to be penalized under the equally new rule which allows riders to place one or both feet on the ground with the machine stationary while moving it backward, forward, sideways or whatever - as long as their hands remain on the handlebars.

As early as the second section, Lampkin failed on the first big step, dug his foot in to fight the Beta, but had to take his hand off the bars to maintain balance, the result of which was an instant five.

This was not a disaster in itself as the majority of riders failed this section. Notable rides came from Tarres, who scaled the big steps for just one dab, and fellow Spaniard Amos Bilbao who only needed two dabs to run through.

Lampkin, obviously stung by this episode, suddenly looked unstoppable and knocked off the following five sections without loss to clean six of the opening seven sections. Colomer fived both the second and third sections, but both were right on the limit of possibility as, to roars from the large crowd, Tarres and Young Montesa teamster Gabriel Reyes joined Lampkin as the only cleans on the third.

The next five sections, set in the sandy gullies, proved very tough, although it was not impossible to reach the exit cards and there were plenty of two- and three-mark rides. Even so, on the eighth section only eventual 10th-place finisher Reyes managed to claim what was an amazing sole clean which came on the second circuit.

The big wall of rock at the 11th section proved to be just too difficult and stopped absolutely everyone - well, not quite everyone. Perhaps as a foretaste of what was to come on Sunday, Kuroyama alone managed to scream his Beta up the precipice to escape for a dab. It was a lone stroke of genius in what was otherwise a disastrous day for the Japanese. And his performance here tended to give credit to a claim that his bike wasn't in top form for the opening day's action.

To finish, the final section was a true arena section set indoors, in the sports hall that was the trial headquarters.

Lampkin led the first-lap leaderboard easily on 18, well clear of Colomer's 27 and Tarres' 30.

On the second circuit, Lampkin's score was a virtual replica of the first as he again fived the second section while Colomer, Tarres, Fujinami and Joan Pons made it through for one apiece.

So at the end of the opening day's play a fairly predictable pattern was laid down with Lampkin holding a healthy lead over Colomer and the rest a long way back. Tarres, riding only several miles from his Relinars home, had the edge over Fujinami with Spanish teenager David Cobos in a fine fifth and Brit Graham Jarvis, chaperoned as ever by former European Champion Malcolm Rathmell, giving the French Scorpa factory something to cheer about in sixth.

Further down field it was a familiar story with Kuroyama worse off than he wished to be and Tommi Ahvala so far down as to be out of sight. Spanish youngster Albert Cabestany was the big surprise as he nailed two championship points for finishing 14th - and he is not even a member of the elite Fortuna-backed Spanish Federation squad which is the envy of the rest of the trials world.

The second day was run over exactly the same course - two laps of 14 sections - and the only section that had been altered by the organizers was the 11th, which had proved just too ambitious. A slightly less formidable part of the rock wall was brought into play and suddenly it was easy.

In theory, scores should have come tumbling as competitors had had two "practice" attempts and by now should have been on top of the course. But the status quo was maintained perfectly by the sand between the rocks digging out and so the degree of difficulty remained virtually constant throughout the weekend.

Lampkin, on the factory Beta with father Martin urging him on as usual, started the day just as he had left off on Saturday evening. Totally focused and on top form right from the start, he dropped just 11 marks on the opening

(Left) Japanese sensation Kenichi Kuroyama had a slow start - ninth on day one - but rebounded to take the win on the second day. (Right) Young David Cobos got his season off to a strong start with a fifth and fourth over the two days. (Below) Honda-mounted Takahisa Fujinami scored fourth on the first day, just behind Spaniard Jordi Tarres. Fujinami was sixth on day two.

lap. This included yet another five on the second section. It was, in fact, to prove his bogey section as he failed to conquer it all weekend. His Sunday total of 10 here compared to Kuroyama's amazing clean and one, and Colomer's six effectively lost him first place for the second day running.

Colomer was shadowing him again with 15, while Kuroyama suddenly looked menacing with a score of 20. Lampkin got the jump on these two with his brilliant clean on the third section, which only HRC rider Fujinami was to match. Tarres dropped off the pace with a lap of 24, but young Cobos was proving that there was no luck involved with his opening day's fifth place and that he was right back in the frame.

It was the final loop of the day that was to turn things upside down as the Kuroyama revival really hit top gear and his 10-mark effort was to be the best of the weekend. Despite fiving the very first section, cleaned by Lampkin and oned by Colomer, the tiny Japanese bounced straight back to take the sole clean of the day on the second. After that his ride was close to perfection, spoiled only by ones on the sixth and eighth and a two on the ninth, to end his day on a total of 30 which was just enough to rob Colomer of the win he desperately wanted in front of his home crowd.

Lampkin, in contrast, finished with his worst loop score of the weekend, although in all fairness, at the level he was riding it hardly comprised a blowout. Nevertheless, to drop from an almost certain first place to third on the day was a bit of a shock to the Brit. The overall win kept him upbeat.

"This is a great result for me, to come to Spain and win," Lampkin said. "I did slip up a little on the final circuit; maybe I relaxed a little too soon. I had kept it together perfectly all weekend until then. Kenichi played a blinder on the last lap, though."

Colomer wasn't so happy.

"This is not bad for me," Colomer said. "I am only one point behind Dougie, but sure, I am disappointed because I wanted to win for all my fans in Spain. There are many trials left so we will just have to start again."

Coming from nowhere to third, Kuroyama proved that missing out on the indoor season has obviously done him no harm while Tarres' result is pretty easy to analyze. Exactly as predicted, Tarres can't live with Colomer and Lampkin on clean rides alone. He is aiming at consistency, keeping the marks down to ones and twos, but on Sunday this simply wasn't good enough and the young guns swamped him.

David Cobos, Gabriel Reyes and Fujinami are a whole new generation and these guys are going to be up there all season, jamming the top six and on occasion getting right in there with a shot at the top three. Jarvis too also showed that on occasion he is going to turn in a really threatening ride.

Spaniards Amos Bilbao, Joan Pons and Brit Steve Colley all suffered the frustration of watching the young pretenders upstage them, and unless they show some serious Tarres-like application it is something they are going to have to learn to live with.

So, the pattern is set - Lampkin and Colomer continue their personal head-to-head battle that raged all last year, right through the winter and on into another year. But Kuroyama has shown that the pack can get in there if they are prepared for the fight. CN

Spanish World Trial
St. Fruitos d. Bages, Spain
Results: April 5-6, 1997 (Round 1 of 10)

DAY 1: 1. Doug Lampkin (Bet); 2. Marc Colomer (Mon); 3. Jordi Tarres (G-G); 4. Takahisa Fujinami (Hon); 5. David Cobos (G-G); 6. Graham Jarvis (Sco); 7. Amos Bilbao (G-G); 8. Bruno Camozzi (G-G); 9. Kenichi Kuroyama (Bet); 10. Gabriel Reyes (Mon); 11. Steve Colley (G-G); 12. Joan Pons (G-G); 13. Marcel Justribo (G-G); 14. Albert Cabestany (Bet); 15. Jochim Hindren (G-G).

DAY 2: 1. Kenichi Kuroyama (Bet); 2. Marc Colomer (Mon); 3. Doug Lampkin (G-G); 4. David Cobos (G-G); 5. Gabriel Reyes (Mon); 6. Takahisa Fujinami (Hon); 7. Jordi Tarres (G-G); 8. Joan Pons (G-G); 9. Amos Bilbao (G-G); 10. Marcel Justribo (G-G); 11. Graham Jarvis (Sco); 12. Tommi Ahvala (Fan); 13. Marc Catlla (G-G); 14. Steve Colley (G-G); 15. Bruno Camozzi (G-G).

TRIALS WORLD CHAMPIONSHIP SERIES POINT STANDINGS (After 1 of 10 rounds): 1. Doug Lampkin (35); 2. Marc Colomer (34); 3. Kenichi Kuroyama (27); 4. Jordi Tarres (24); 5. David Cobos (24); 6. Takahisa Fujinami (23); 7. Gabriel Reyes (17); 8. Amos Bilbao (16); 9. Graham Jarvis (15); 10. Joan Pons (12); 11 Burno Camozzi (9); 12. Marcel Justribo (9); 13. Steve Colley (7); 14. Tommi Ahvala (4); 15. Marc catlla (3); 16. Albert Cabestany (2); 17. Joachin Hindren (1).

Upcoming Rounds:
Round 2 - Warken, Luxembourg, April 13
Round 3 - Bilstain, Belgium, May 18

Briefly...

It wasn't as good as result for **Marc Colomer** and the Montesa team as they would have liked, seeing as how the venue for the world trial event was the exact place where they had developed the Cota 315R.

Doug Lampkin had the perfect preparation for the first world round by riding in the Spanish Santigosa three-day trial the previous week. Only the first day counted for the Spanish Championship and he beat Colomer in that. Then, as Colomer, Tarres, Bilbao and company failed to ride the rest of the event, Lampkin finished the three days and took first place overall and really won the Spaniards over as he attended the prize dinner and presentation while the stars from the host nation stayed away.

Tommi Ahvala had his worst-ever championship round result, failing to make the top 15 on Saturday and only making 12th on Sunday. His Fantic looks like a wreck and the factory truck didn't arrive at the start until Saturday.

While **Jordi Tarres** may have won the last of his World Championships, he is still king of the paddock. Tarres' team has two large backup trucks, one for himself, and one for his private Gas Gas team. Tarres won't work with factory development ace Josep Paxau and now has his own tuners.

Martin Crosswaite is only the only current British teenager with world championship prospects and he failed to turn up in Spain, claiming he has clutch problems on his Beta that refuse all efforts to solve. He plans to ride in Luxembourg.

FIM jury president **Dave Willoughby** was not at all happy with the indoor waterfall section in Spain, claiming that the Spaniards had been riding the section all winter in their indoor events. He insisted that the waterfall was not used, just the huge rocks from which it is constructed, to make it fair for everyone.

Veteran Italian **Donato Miglio** failed to make the points on either day but Beta team number-one Doug Lampkin reckons that Beta development rider Miglio is worth his weight in gold when it comes to machine setup.

District 37 Big Six Grand Prix Series, Round 3

Ondas and Krause invade Twenty-nine Palms

(Left) Kawasaki's Paul Krause won three of the four races he enterd and finished second in the other at the Hilltoppers Twenty-nine Palms Grand Prix.
(Below) Kawasaki teammates Steve Hengeveld and Oakley Lehman exchange armbands during the Team Race in 29 Plams, California. The duo finished second overall and first 250cc.

By Matt Freeman

TWENTY-NINE PALMS, CA, APR. 5-6

Kawasaki Team Green riders Dave Ondas and Paul Krause took the Hilltoppers MC Twenty-nine Palms Wild West Grand Prix by storm en route to claiming four race wins between them. Krause claimed wins in the Unclassified and Veteran races while Ondas topped the competition in the Open race. The also joined forces to take the ever-popular Team Race honors, making it a near-perfect weekend for the two KX500 riders.

The Hilltoppers MC Wild West Grand Prix marked the 23rd annual event for the Long Beach-based club. However, it marked the first year that the event was held in Twenty-nine Palms. The race was based out of the town's rodeo grounds which provided plenty of overnight camping, spectator bleachers, venders, and exciting racing. The whole community pulled together to help the Hilltoppers make round three of the AMA District 37 Grand Prix Series a huge success. Nearly 800 entrants showed up and they were not disappointed as townspeople kept the sandy 7-mile circuit watered and graded for the entire two days of racing.

"The course was bitchin'," Krause said after battling it out with Ondas during the entire Unclassified race. Ondas holeshot the start but it did not take Krause long to move into the lead. The two riders then started in on a dogfight around the course that looked like an AMA Arenacross main event. Ondas would pass and stuff Krause in one turn and then Krause would return the favor in the next. Krause issued the final stuff and pass, while Ondas limped away with a blown head gasket. Third place went to CR500-mounted Donnie Morrison after a race-long battle with Randy Norman. Fifth went to the KX500 of Jason Higgins.

One of the only races of the weekend not won by a green bike was the Four-Stroke race, and Jamie Campbell was there for American Honda to make sure of it. Campbell's win did not come easy, however, as long time rival Jason Kawell led from the start to the end of the first lap. Both mounted on XR628s, Campbell admitted to not being able to keep up Kawell's pace on the first lap. Once he did pick up the pace and make the pass for the lead it didn't get any easier. Campbell got a little hairball on a fast straightaway and ended up sidesaddle on his bike. "I was dragging my feet for like 50 yards before I was able to save it," Campbell explained.

Despite arm pump and an unscheduled stop to remount the bike, Campbell took the checkered flag ahead of the IMS teammates of Kawell and Norman. American Honda-backed Casey Longman who, was doing semi-heel-clickers on one of the double jumps, finished fourth while Suzuki-mounted Robert Barnum rounded out the top five. "That was great - just like the old 125 days," Kawell said to Campbell about their bar-to-bar race the first lap.

When the Team Race rolled around on Sunday morning, Krause and Ondas were back again, but not to race each other - they were now teammates. As Krause pulled the holeshot to the first turn Ondas anxiously awaited his teammate in the pits. When the leader came around after the first lap it was indeed the KX500 of Krause followed ever so closely by Team Green's Oakley Lehman. Ondas exchanged the team arm band with Krause and headed out on his first lap just as Lehman entered the pits ready to hand off to his teammate, Steve Hengeveld. In the end the Krause/Ondas KX500 was just too much for the Lehman/Hengeveld KX250 around the fast sandy track. Third place went to the 500cc team of Brent Farrell and Robert Baehr, who turned a dead-last start into a successful rage through the pack.

After winning the Team Race, Krause had just enough time to get goggles and gas before taking the starting line for the Vet race. Fresh goggles were not needed as Krause had a monster lead by the time the race was two turns old. "It was clean and easy," Krause said about his Vet-class victory. Morrison and Rocket Rex Racing-backed Abe Baumann took second and third, respectively.

The combined 250cc and 125cc race saw new winners emerge for the weekend as Lehman, Hengeveld, and Jeff Kawell, all aboard KX250s, raged to the first turn in a tight pack. The first lap took its toll on Hengeveld as he went down while leading the pack and then blew a rear shock. Kawell moved into the lead just long enough for Lehman to find a place to pass. When the pass was complete Lehman ran away from the rest of the competitors all the way to the checkered flag, lapping over half the field in the 90-minute race.

"I wish Steve (Hengeveld) didn't have any problems," Lehman said. "We could have had a really good race going."

Kawell stayed in second followed by Hengeveld, who was only riding for a finish but still maintained third until the first 125cc of Dana VanStee sneaked up behind him.

"I passed Hengeveld on the second to the last lap. I could tell something was wrong," explained Team Green backed VanStee. "Then after I passed him he picked up the pace and he kind of just followed me in real close."

Ondas and Krause lined up on the starting line one last time before the weekend was over for the largely anticipated Open race. However, this time it was the KX500 of Rex Staten that won the drag race to the first turn. Not only did the Senior rider holeshot the start, he also led the first 30 minutes of the race. Ondas was on Staten's heels from the get-go but Krause got a fourth-place start behind the third-place bike of Higgins.

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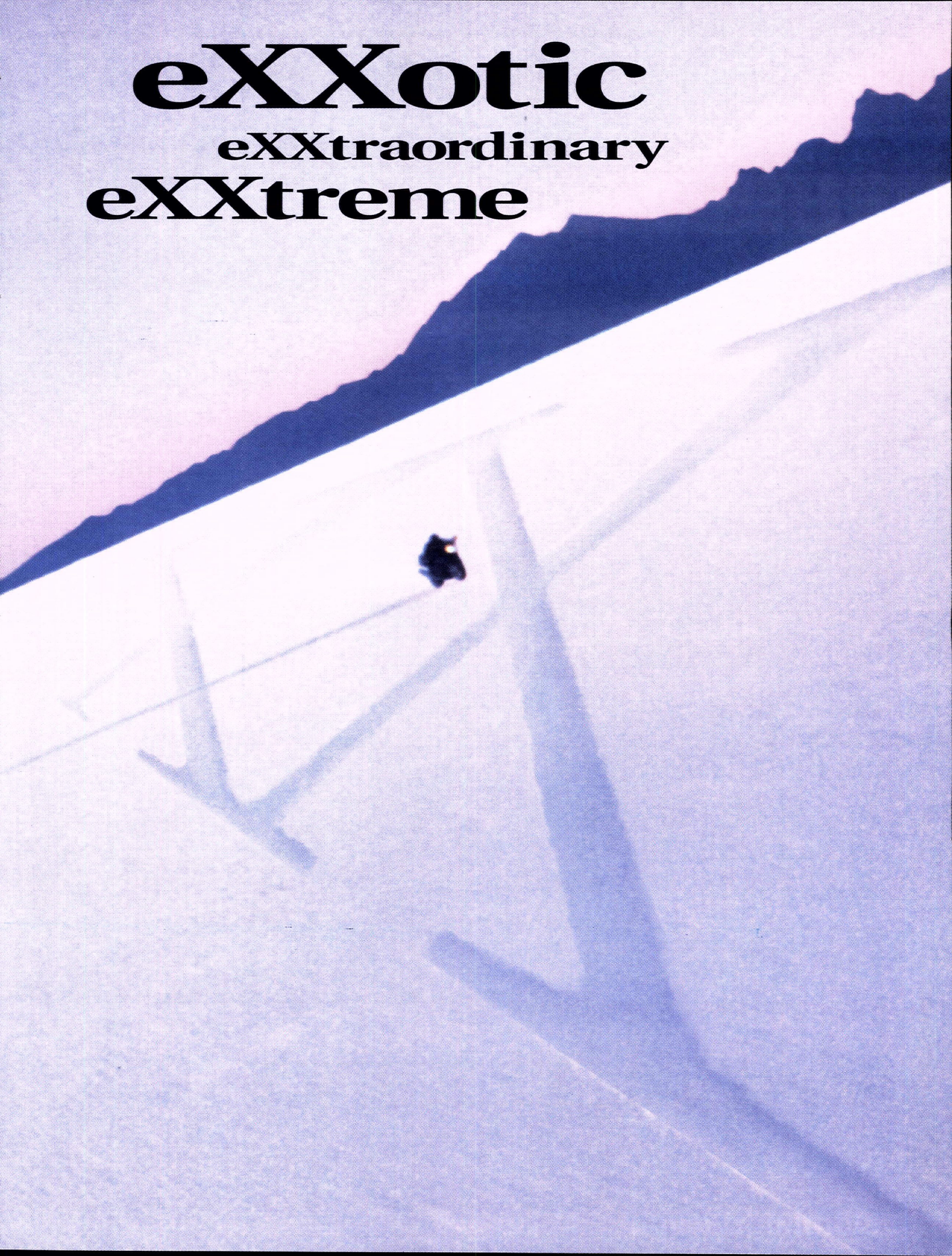

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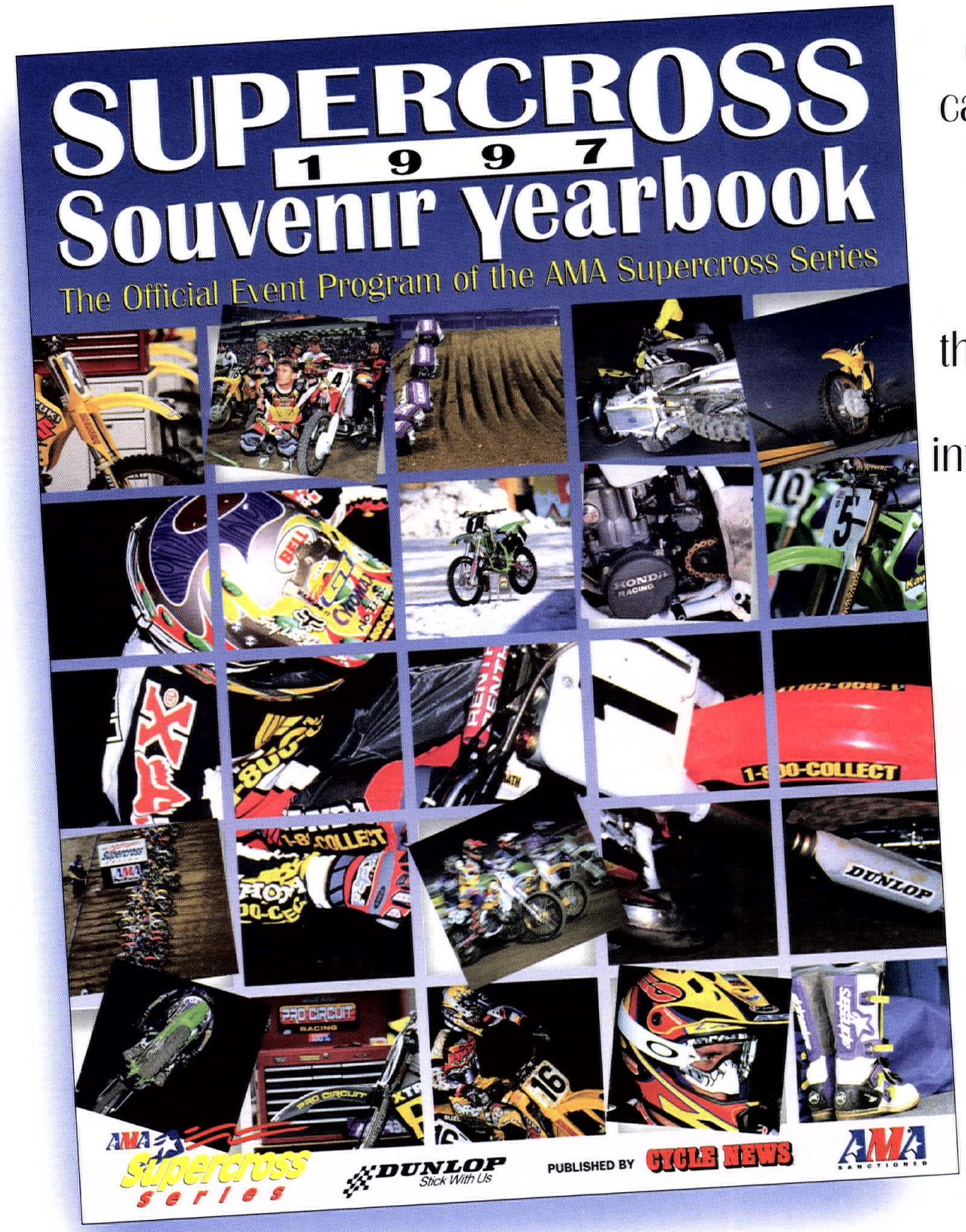

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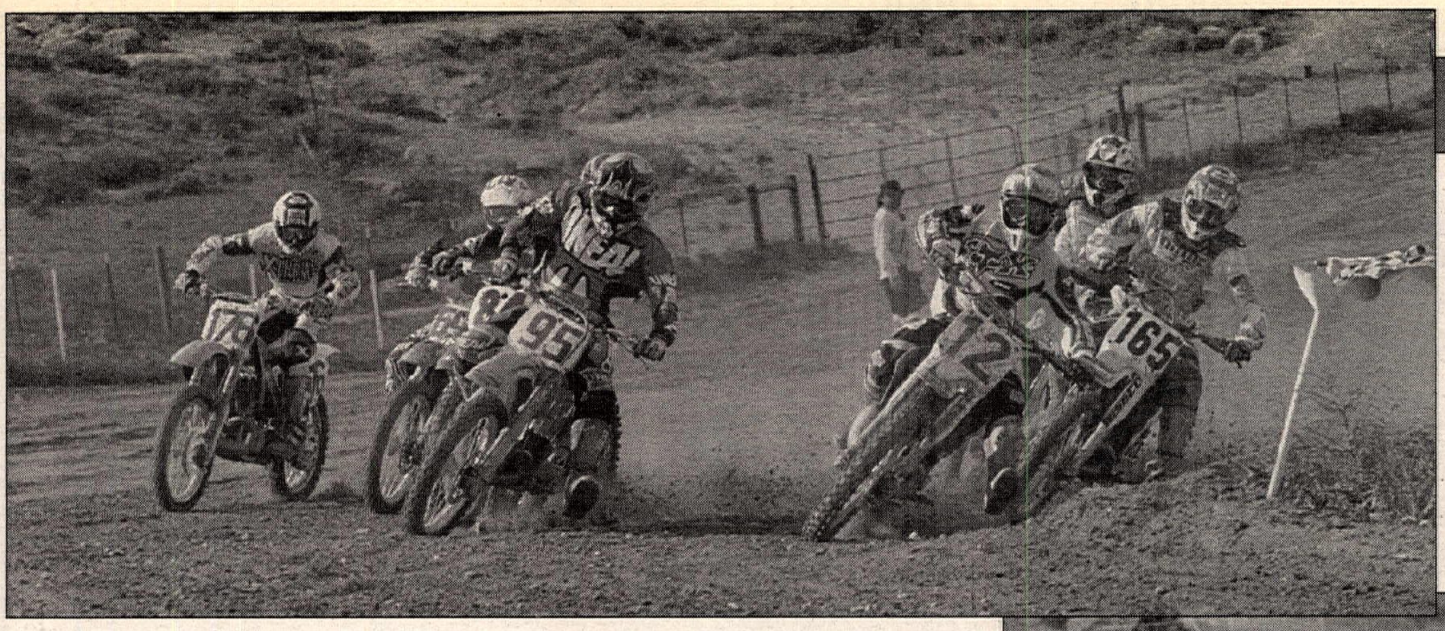

(Left) Rick Ryan (12) gets and early jump on Spud Walters (165), Billy Mercier (95) and the rest of the 250cc Pro class at the final round of the CMC Golden State Nationals South in Gorman, California. (Below) Rick Ryan (12) leads Spud Walters (165) during the 250cc Pro class at the CMC Golden State Nationals South. Walters won the 125 and 250cc Pro classes on Saturday while Ryan did the same on Sunday.

As Ondas reeled in Staten, Krause got around Higgins and then ran into larger problems than just a bad start. "I was going out on the second lap and 100 yards past the first turn my seat flew off," Krause explained. "I had to stop and fix it. I needed another half hour to catch up to those guys."

Luckily for Krause an extra half hour was not needed to capture second place. Staten surrendered the lead to Ondas on the third lap and then got caught speeding in the pits, ending his ride in a disqualification. With second going to Krause, KX500-pilot Tommy Roberts was awarded third followed by Higgins in fourth and Baehr, who once again worked his way through the pack to finish fifth.

"It was really fun up there," Ondas said about the course. "I passed Rex (Staten) on the third lap, pulled away and just rode my own race."

Hilltoppers MC Wild West Grand Prix
Twenty-nine Palms, California
Unofficial results: April 5-6, 1997

U/C: 1. Paul Krause (Kaw); 2. Dave Ondas (Kaw); 3, Donnie Morrison (Hon); 4. Randy Norman (Hon); 5. Jason Higgins (Kaw).

4-STRK: 1. Jamie Campbell (Hon); 2. Jason Kawell (Hon); 3, Randy Norman (Hon); 4. Casey Longman (Hon); 5. Robert Bamum (Suz).

TEAM RACE: 1. Paul Krause / Dave Ondas; 2. Oakley Lehman / Steve Hengeveld; 3. Robert Baehr / Brent Farrell.

VET: 1. Paul Krause (Kaw); 2. Donnie Morrison (Hon); 3. Abe Baumann (Kaw).

250: 1. Oakley Lehman (Kaw); 2. Jeff Kawell (Kaw); 3, Paul Shafer (Yam); 4. Doug Chiapuzio (Kaw).

125: 1. Dana VanStee (Kaw).

OPEN: 1. Dave Ondas (Kaw); 2. Paul Krause (Kaw); 3. Tommy Roberts (Kaw); 4. Jason Higgins (Kaw); 5. Robert Baehr (Hon).

MINI: 1. Kurt Casella (Kaw).

WMN: 1. Michelle Casselia (Kaw).

CMC Golden State Nationals South, Round 4

Ryan rips

By Scott Hoffman

GORMAN, CA, MAR. 23-24

The final two days of competition proved to be a duel to the death at CMC's Sunstar Sprockets Golden State Nationals final. On Saturday, FMF/Stone-backed Spud Walters was the victor in both the 125cc and 250cc Pro classes by winning every moto he started. On Sunday, Northern California rival Ricky Ryan came back to dethrone Walters and take the 125cc and 250cc Pro class wins on the fast Hungry Valley OHV MX track.

Racers from all over California, Nevada and Arizona show up for two perfect days of racing to duke it out for their share of cash, factory contingency and a truckload of prizes.

On Saturday Walters was the man to beat in the 125cc Pro class. Walters had it out with Ryan in both motos, who couldn't make the pass on the Yamaha-mounted rider. Jiri Dostal and Donald Upton swapped moto finishes with Dostal coming out on top with third place honors. Walters took the 250cc Pro class win over Upton and Yamaha-mounted Takeshi Kolkeda in third.

In Sunday's first 125cc Pro moto it was Dean Matson with the holeshot followed by Ryan, Upton and Walters. Matson was the first to fall to the pressure as he was quickly dropped back to fourth by the charging field. Going into the second lap, Walters was on a rampage, taking over second and starting to reel in Ryan. Walters was all over Ryan by the halfway point, but Ryan was a hard man to beat. Every time Walters was in a position to take the lead, Ryan countered and pulled out a bike-length lead.

On the last lap, Walters tried a last-ditch effort to take the win. The Yamaha rider was all over Ryan and anxiously looked for a place to pass, but Ryan shut the door all the way to the finish. Ryan took the first moto win followed by Walters and Upton trailing in third.

In moto two, Upton timed the gate perfectly to take the early lead followed by Ryan and Walters. Ryan was the first to move on the leader, Upton, and took over. Upton stayed close to Ryan, but Walters was moving in fast and, it took him over a lap to find a place to take second on the fast hillside track. Walters wasn't going to let Ryan take another win and started to kick in the afterburners. It took little time for Walters to close the gap on the leader, but making the pass on the seasoned veteran was another story.

By the half-way point it looked like there was going to be a leader change until disaster struck. Walters started to find himself all over the track due to a flat tire. Walters would eventually slow to finish the moto in fourth. Ryan took a well-deserved win followed by Upton in second and second for the day, while Billy Mercier took third.

The 250cc Pro class was another Ryan/Walters battle. At the start it was Upton with another holeshot followed by Walters, Mercier and Ryan. Upton had a good jump on the field during the first lap but started to slow when Walters started to apply the pressure. Walters was all over Upton while Ryan had stolen third from Mercier.

It took Walters another two laps before he could get a drive on Upton, who tried to counter the move to retake the lead but Walters shut the door. While Upton was trying to figure out how Walter got by, Ryan was all over his rear fender and dropped him back another position.

Walters was enjoying the lead until Ryan started to close in. Every time Ryan was close, Walters kicked it up just enough to stay out front. The white flag went out and Ryan never quite pushing on. With only a few turns to go Ryan surprised Walters by diving to the inside and pushing him out to take the lead. At the checkered Ryan crossed the line in first followed by a bummed-out Walters and Upton in third.

In the second moto, it was all Ryan as he took the early lead and held Walters at bay for the entire race. Mercier battled with Koikeda to take the third spot. Walters tried to avenge Ryan in the second moto with little luck. Walters reeled in Ryan at one point but ended up falling back slightly. At the finish it was Ryan, Walters and Mercier.

CMC Goldenstate Nationals South
Gorman, California
Results: March 22-23, 1997 (Round 4)

Saturday

60 (0-8): 1. Edward Herring (Kaw); 2. Adam Kowalczyk (Kaw); 3. Taylor Gillmore (Kaw); 4. Patrick Pennington (Kaw); 5. Matthew Spencer (Kaw).

60 (9-11): 1. Sean Collier (Kaw); 2. Donald Chollar (Kaw); 3. Ryan Roybal (Kaw); 4. Daniel Sani (Kaw); 5. Ryan Montgomery (Kaw).

80 BEG: 1. Eric Heagan (Yam); 2. Tyler Prince (Kaw); 3. Jimmy Eberle (Yam); 4. Ryan Roybal (Hon); 5. Dave Carter (Kaw).

80 (7-11): 1 Scott Howe (Yam); 2. Chris Nihan (Suz); 3. Brandon Layton (Yam), 4, Sean Collier (Kaw); 5. Nicholas Jarret (Hon).

80 (12-13): 1. Ryan Morals (Yam); 2. Ross Garcia (Yam); 3. Robert Harold (Yam); 4. Mike Kelly (Hon).

80 (14-16): 1. David Boothe (Hon).

S/MINI: 1. Ross Garcia (Yam); 2. David Boothe (Hon); 3, Robert Harold (Yam); 4. Daniel Taft (Suz).

SCHBY: 1. Emitt Kling (Suz); 2. Brandon Morgan (Yam); 3. Mike Anderson (Yam); 4. Jason Dubin (Suz); 5. Brian Morgan (Yam).

125 JR: 1. Emitt Kling (Suz); 2. Mike Anderson (Yam); 3. Jason Howard (Hon); 4. Chris Honnold (Kaw); 5. Turbo Reif (Hon).

125 BEG: 1. Eric Hedgan (Suz); 2. Pete Kasten (Hon); 3. Monty Merrithen (Suz); 4. Mike Harrison (Kaw); 5. Andrew Chechourka (Kaw).

125 INT: 1. Brett Racine (Kaw); 2. Aaron Cheselske (Kaw); 3. Hawk White (Yam); 4. Brandon Morgan (Yam); 5. Chris Cooley (Kaw).

125 PRO: 1. Spud Walters (Yam); 2. Rick Ryan (Suz); 3. Jiri Dostal (Suz); 4. Donald Upton (Yam); 5. Brian Sweany (Yam).

250 BEG: 1. Eddie Larey (Kaw); 2. Gary Dunn (Kaw); 3. Chris Reed (Kaw), 4. James Pogue (Hon); 5. Damien Mastagni (Yam).

250 JR: 1. Chris Honnold (Kaw); 2. Jeremy Santoro (Kaw); 3. Ricky Crenshaw (Kaw); 4. Turbo Reif (Hon); 5. Tom Bell (Suz).

250 INT: 1. Brett Racine (Kaw); 2. Hawk White (Suz); 3. Chris Cooly (Kaw); 4. Keny Terracciano (Kaw); 5. Lance Johnson (Suz).

250 PRO: 1. Spud Walters (Suz); 2. Donald Upton (Yam); 3. Takeshi Kolkeda (Yam); 4. D.J. Sweany (Yam); 5. Doug Parsons (Yam).

25+ AM: 1. Tom Bell (Suz); 2. Rob Healy (Hon); 3. Mick Elsberry (Yam); 4. Richard Quinones (Suz); 5. Shane Leiden (Suz).

25+ MSTR: 1. Dan Berg (Suz); 2. Craig Monty (Kaw); 3. Mike Hodges (Kaw), 4. Lance Johnson (Suz); 5. Ron Rut (Suz).

VET BEG: 1. Jon Koealer (Kaw); 2. Aaron Bernaby (Hon); 3. Jeff Pollard (Hon); 4. Ray Campos (Kaw).

VET JR: 1. Tom Bell (Suz); 2. Brad Thorm (Yam); 3. John Moore (Kaw); 4. Mickey Crenshaw (Kaw); 5. Shane Leyden (Suz).

VET INT: 1. Mick Elsberry (Yam); 2. Richard Quinones (Suz); 3. Rob Healy (Hon); 4. Manny Del Campo (Yam); 5. Gary Dogget.

OT AM: 1. Jim Dauara (Hon); 2. Roger Dallan (Yam); 3. W.G. Wilson (Suz).

OT MSTR: 1. Parry Klassen (Hbg); 2. Ron Rum (Suz); 3. Gary Doggett (Suz); 4. John Handelin (Suz); 5. Roy Knight (Kaw).

Sunday

P/W (4-6): 1. Shawn Butler (Yam); 2. Christopher Taft (KTM); 3. Matthew Sani (KTM); 4. Tommy Aquino (Yam).

P/W (7-9): 1. Gerald Rodriquez (KTM); 2. Matthew Spencer (KTM); 3. J.D. Moore (KTM); 4. Lance Cowry (KTM).

P/W MOD: 1. Riley Harper (LEM).

60 (0-8): 1. Adam Kowalczyk (Kaw); 2. Taylor Gilmore (Kaw); 3. Gerald Rodriguez (Kaw); 4. Matthew Spencer (Kaw); 5. Patrick Pennington (Kaw).

60 (9-11): 1. Sean Collier (Kaw); 2. Daniel Sani (Kaw); 3. Ryan Roybal (Kaw); 4. Donald Chollar (Kaw); 5. Ryan Montgomery (Kaw).

80 BEG: 1. Eric Heagan (Yam); 2. Miles Buck (Suz); 3. Jimmy Ebert (Yam), 4. Kurt Nelson (Yam); 5. Tyler Prince (Kaw).

80 (7-11): 1. Brandon Layton (Yam); 2. Scott Howe (Yam); 3. Sean Collier (Kaw); 4. Nick Jarret (Hon); 5. Michael Parker (Hon).

80 (12-13): 1. Ross Garcia (Yam); 2. Robert Farrold (Yam).

80 (14-16): 1. David Booth (Hon).

SCHBY: 1. Brandon Morgan (Yam); 2. Dennis Stapleton (Kaw); 3. Mike Anderson (Yam); 4. Ito Posca (Yam); 5. Gerrit Ordelman (Yam).

125 BEG: 1. Pete Kasten (Hon); 2. Monty Merrithew (Suz); 3. Clyde Adams (Yam); 4. Russell Fox (Hon); 5. Eric Heagan (Suz).

125 JR: 1. Jimmy O'Neal (Kaw); 2. Mike Anderson (Yam); 3. Jason Howard (Hon); 4. Turbo Reif (Hon); 5. Gary Nellegatte (Yam).

125 INT: 1. Aaron Cheselske (Kaw); 2. Hawk White (Yam); Chris Cooley (Kaw); 4. Michael Collier (Kaw); 5. Ito Posca (Yam).

125 PRO: 1. Rick Ryan (Suz); 2. Donald Upton (Yam); 3. Spud Walters (Yam), 4. Billy Mercier (Kaw); 5. D.J. Sweaney (Yam).

250 BEG: 1. Roger Holder (Suz); 2. Eddie Laret (Kaw); 3. Gary Dunn (Kaw), 4. Warren Hopkins (KTM); 5. Chris Reed (Kaw).

250 JR: 1. Jimmy O'Neal (Kaw); 2. Chris Honnald (Kaw); 3. Turbo Reif (Hon), 4. Patrick Wade (Kaw); 5. Ricky Crenshaw (Kaw).

250 INT: 1. Chris Cooley (Kaw); 2. Keny Terracciano (Kaw); 3, Darren Hoeft (Suz); 4. Michael Collier (Kaw); 5. Scott Johnson (Suz).

250 PRO: 1. Rick Ryan (Suz); 2. Spud Walters (Suz); 3. Billy Mercier (Kaw); 4. Donald Upton (Yam); 5. Takeshi Kolkeda (Yam).

25+ AM: 1. Gary Denton (Yam); 2. J.J. Taylor (Hon);

(Left) IMS Racing/John Burr Cycle's Mike Healy (right) and Kenny Miller (left) took the overall win at the Chaparral 6 Hours Of Glen Helen Grand Prix.
(Above) Ironman-class winner Doug Yarnell went 67 laps on the 4-mile course to take the win in San Bernardino, California.

3. Tom Bell (Suz), 4. Rob Healy (Hon); 5. Richard Quinones (Suz).

25+ MSTR: 1. Dan Berg (Suz); 2. Brett Cross (Suz); 3. Darrin Hoeft (Suz); 4. Lance Johnson (Suz); 5. Mike Dunlap (Kaw).

VET BEG: 1. Jon Roehler (Kaw); 2. Randy Journey (Yam); 3. Jay Combry (Suz); 4. Aaron Bernaby (Hon); 5. Ray Campos (Kaw).

VET JR: 1. Tom Bell (Suz); 2. Mickey Crenshaw; 3. Jerry Jackson (Hon), 4. Jeff Delvillas (Hon); 5. J.R. Moore (Kaw).

VET INT: 1. Gary Denton (Yam); 2. Rob Healy (Hon); 3. Jeff Kaplan (Kaw); 4. Richard Quinones (Suz), 5. Manny Del Campo (Yam).

VET MSTR: 1. Darrin Hoeft (Suz); 2. Dan Berg (Suz); 3. Brett Cross (Suz); 4. Martin Klossner (Yam); 5. Ron Rum (Suz).

VET PRO: 1. Rick Ryan (Suz); 2. Jon Ortner (Hon); 3. Dean Madson (Kaw).

OT AM: 1. Joe Root (Kaw); 2. Jim Dallard (Hon); 3. Roger Dallan (Yam); 4. Mark Moore (Suz); 5. Carl Ellert (Kaw).

OT MSTR: 1. Ron Rum (Suz); 2. Roy Knight (Kaw); 3. Pryor Campbell (Suz); 4. John Handelin (Suz); 5. Gary Dogget (Suz).

WMN: 1. Nikki Frohlich (Hon); 2. Pam Clemons (KTM); 3. Tina Handelin (Yam).

Chaparral 6 Hours of Glen Helen Grand Prix

Healey and Miller endure

By Robert Van Damme

SAN BERNARDINO, CA., APR. 6

Team IMS/John Burr Cycle's Mike Healey and Kenny Miller took the overall at the Chaparral Six Hours of Glen Helen Grand Prix. Healey and Miller, competing in the Expert/Amateur class on a CR125, won by completing 72 laps on the 4-mile grand prix course. Second overall and first in the Senior/Vet Expert/Amateur division was the team of Bob Maxwell and Chad Blough, who were also sponsored by IMS. In the Ironman class it was Doug Yarnell taking the grueling six-hour solo win, completing 67 laps, edging out Scott Wright and Fred Conover.

Healey, who was using this race as a tune-up before the opening round of the Four-Stroke National series, took the point at the drop of the green flag. Healey set a blistering pace and immediately pulled away from the pursuing pack of Maxwell, Yarnell, Conover and E.J.Wright. The competition was flagged off of the track for the first of two water breaks, right at the two-hour mark.

The Healey and Miller duo were brought in first as the leader, than each team was lined up in rows of five, the way they came off the track at the time of the break.

After the 15-minute break, the rows were released in 10-second intervals and Healey once again took the top spot. The team of Brown, Herman and Graf, who had been on the lead lap and very well in contention, had the misfortune of fouling a plug on the restart. The team lost valuable time, which they were never able to make up.

Strategy was becoming a factor midway through the race. Some teams who had taken off at a very fast pace were wishing they had not, and others who had conserved their efforts were now merging to the front.

Maxwell, who has won this event before, used his experience to set the pace for his team keeping the leaders accountable. E.J. Wright and Alan Kent both tried to ride in the Ironman class, but ended up teaming up together in the end. Kent had mechanical problems and E.J. Wright, who was still on the lead lap, had developed a bad case of blistered hands. So the battle for the top solo rider was left to Yarnell, Conover and an observant Scott Wright.

Yarnell and Conover had their own private war raging, as they were pushing each other to the limit. Scott Wright rode steady, watching Yarnell and Conover to see who would last at that pace. Conover finally had enough and after a nasty get-off suddenly remembered there was a lawn that needed mowing at home, "The pace was fast and rough, and I decided that I was going to do one more lap and then quit, and that's when I went down," Conover said.

Coming down the stretch, only two teams remained on the lead lap, Healey and Miller and Maxwell and BIough. With a hand full of laps left, Blough suffered a rear flat that was quickly remedied, but the finishing order was now set.

"When Maxwell rode his last leg, he got by Miller for the overall lead," Blough said. "Then I took over for the last stint and I caught a big square edged bump in the north part of the course and got a flat. I rode it for a couple of laps so Bob (Maxwell) could get ready and then he finished the race on his bike."

The team of Healey and Miller received the checkers right on the six hour mark, followed by Maxwell and BIough, with third overall going to the make shift team of E.J. Wright and Kent. Yarnell hung tough and repeated as Ironman Champion with Scott Wright taking second.

Chaparral SixHours of Glen Helen
San Bernardino, California
Results: April 6, 1997

EX/AM: 1. Mke Healey/Kenny Miller (Hon); 2. E.J. Wright/Alan Kent (Hon); 3. Brown/Paul Herman/Graf (Suz).

SR/VET EX/AM: 1. Bob Maxwell/Chad Blough (Hon); 2. Brian Renshaw/SteveDalton/Ron Clement (Kaw).

BSNS: 1. Korgie/Korgie/Rees; 2. Cohn/Ingram; 3. Treen/Diciaula/All.

NOV/BEG: 1. Brown/Riher/Stallc; 2. William/Bergstrom; 3. Fraley/Wilkey/Flannery.

FAM: 1. Trubey/Dean (Kaw); 2. Johnson; 3. Hopkins/Galinato/Hop.

SR/VET NOV/BEG: 1. Svenden/Hansel; 2. Ferguson/Morris/Se; 3. Plavajka/Holm (Yam).

I/M: 1. Doug Yarnell (Yam); 2. Scott Wright (Hon); 3. Fred Conover (Kaw).

Oettel tops Webster MX opener

By Larry Witmer

NORTH WEBSTER, IN, MAR. 8

Dave Oettel showed the 125cc B class how they do it in Wisconsin by taking the overall honors in the combined 125cc A and B divisions. Great weather and a nicely prepared track greeted the riders for the opening event of the racing year in District 15 competition.

The 125cc B action got underway with Nate Green on his YZ gating fastest, followed by Dan Thews and Oettel. Green coasted to a stop with a fouled plug, possibly due to cold weather conditions, giving the lead to Kersting Cycle's Thews, and Oettel spun out and crashed in a sandy corner, remounting in fourth.

The third lap saw Thew's lead shrink as Oettel closed the gap, but Oettel ran out of time and settled for second. Trent Bair took a distant third, Marcus Biggs looked good in fourth, and Green got his YZ refired and got fifth.

The second moto saw Green grab the holeshot again, with Oettel second, Fowler third, Biggs fourth, and Thews fifth. Oettel knifed under Green in the infield sand corner before the rockers for the lead on the opening lap. Oettel opened up an advantage immediately on the field and would never look back, taking the win with a big lead.

It was a great race for the second, though, with Green holding off Fowler, Bair and Thews. Thews pulled off the track with problems on the third lap, making it a three rider fight for second. Green went down in the rockers soon after, remounting in the fourth place slot, which moved Fowler and Biggs into second and third, respectively.

At the checkers it was Oettel way out front, taking the overall win.

"I came down to test out the new bike," Oettel said. "I sure like this KX over my bike from last year. This was fun here today. There isn't a foot of snow like back home, and its' warmer too! I liked the track today, Read's did a great job on the track and kept it maintained all day long. I would like to thank Sportland II of Milwaukee, Wisconsin, where I bought my bike."

Fowler came across in second, good for third overall, while Biggs' '97 debut saw him place second overall.

Results:

125 B: 1. David Oettel (Kaw); 2. Marcus Biggs (Yam); 3. Darby Fowler (Suz); 4. Trent Bair (Hon); 5. Nate Green (Yam).

125 A: 1. W. Butterworth (Hon).

30+ B: 1. Roger Lewis (Bon); 2. Dan Thews (Kaw); 3. Ronnie Timmons (Hon).

65: 1. Keith Grant (Kaw); 2. Brandon Goodman (Kaw); 3. Joe Craigo (Kaw); 4. Brock Maurico (Kaw).

80 (7-11): 1. Brad Ripple (Suz); 2. Austin Snedegar (Suz); 3. Keith Grant (Suz).

80 (12-15): 1. Kory Worstler (Hon); 2. Greg Hockmiuth (Suz); 3. Andy Hunt (Yam); 4. Paul Campen (Hon); 5. Mike Klinger (Yam).

AUTO (4-6): 1. Dian Klinger (LEM); 2. Ethan Jessie (Yam); 3. Wesley Wiegard (LEM); 4. Dylan Ritter (KTM); 5. Scott Troyer (KTM).

AUTO (4-8): 1. Dian Klinger (Yam); 2. Ethan Jessie (Yam); 3. Jacob Kenyon (Yam); 4. Jared Fisher (Yam); 5. D.J.Flaugh (Yam).

AUTO (7-8): 1. Jacob Kenyon (Yam); 2. Brandon Rose (KTM); 3. Tyson Kelsay (KTM); 4. Sean Troyer (KTM).

25+ B: 1. Ty Peck (Hon); 2. Bryan Dygert (Hon).

30+ A: 1. Larry Witmer (Suz); 2. Bryan Hoffman (Hon); 3. Scott Rogers (Hon); 4. Don Flaugh (Yam); 5. Mike Scoff (Suz).

250 A: 1. Nelson Copeland (Kaw); 2. Charlie Sholl (Yam).

250 B: 1. Tony Fuzi (Hon); 2. Dan Thews (Kaw); 3. Adam Neli (Hou); 4. Marcus Biggs (Suz); 5. Roger Lewis (Hon).

25+ A: 1. Larry Witmer (Suz); 2. Nelson Copeland (Kaw); 3. Alan Rex (Hon).

YTH (12-15): 1. Andy Milks (Hon); 2. Matt Straeter (Suz); 3. Dustin Harper (Hon); 4. Brandon Harper (Yam); 5. Travis Horn (Yam).

(16-24): 1. Darby Fowler (Suz); 2. Marcus Biggs (Yam); 3. Don Howard (Hon); 4. Chad Davis (Suz).

40+: 1. Larry Witmer (Suz); 2. W. DeGraffred (Hon).

125 C: Troy Warstler (Kaw); 2. Adam Bowman (Hon); 3. Shawn Gaskill (Hon); 4. Mike Peplanche (Hon); 5. Dustin Harper (Hon).

80 OPEN: 1. Greg Hockmuth (Suz); 2. Brad Ripple (Suz); 3. Mike Klinger (Yam).

250 C: 1. Cory Bowman (Yam); 2. Jim Vaughn (Yam); 3. Kevin deKock (Yam); 4. Chad Hictchcock (Yam); 5. James Lewis (Yam).

Flora fine at COCR MX

By Rupert F Pellett

SUGAR GROVE, OH, MAR 8

Fairfield, Ohio's Jeff Flora mastered the 250cc B class at the Central Ohio Competition Rider's club course, sailing to two first-place finishes after pushing his Suzuki to the limit on the challenging course.

Thrusting his Shipp's Suzuki to the front in moto one, Flora escaped the wrath of motivated fellow RM-pilot Bub Thomas, who was breathing down his neck. Honda-mounted Brook Dixon was putting in an inspired ride in third, but Flora was too much, and he crossed the checkers seconds ahead of his competitors.

As the 15 250cc B class racers headed to the line for moto two, the excitement was very intense as another great ride from Flora was anticipated. The KX of Chris Kuhn jammed its way into the lead only to be displaced by the RMs of Thomas and Flora, while the CR of Dixon cruised in fourth. Flora allowed his mastery of the tricky back section of the lengthy circuit to establish a small lead on Thomas that he would ultimately take to the finish. Thomas would take second, and Kuhn third.

Sandyville, West Virginia's, Mike Morgan powered his YZ to an amazing six first-place moto finishes, taking the overall wins in the Over 25, Over 30 and 250cc A classes to simply dominate this season-opening outdoor motocross.

In Pee Wee action, Adamsville's Haven Holdcroft flew his Cobra to the win in the 50cc 4- to 6-year-old class.

Results:

50 (4-6): 1. Haven Holdcroft (Cob); 2. Ryan Ivers (KTM); 3. Ryan Allbaugh (KTM); 4. Kris Nelson (Cob); 5. Tyler Bowers (Cob).

50 (7-8): 1. Tommy Pellett (Cob); 2. Devan Welch (Act); 3.

Tyler Maxel (LEM); 4. Kyle McConnell (Cob); 5. Shawn Lowe Jr. (Cob).

65: 1. Kyle Preston (Kaw); 2. Joey Pellett (Kaw); 3. D.R.Atwood (Kaw); 4. Jake Mohney (Kaw); 5. Eric Browning (Kaw).

MINI JR: 1. Chris Whitcraft (Yam); 2. Kyle Preston (Hon); 3. Joey Pellett (Kaw); 4. D.R.Atwood (Yam); 5. Jake Mohney (Kaw).

MINI SR: 1. Michael Campbell (Yam); 2. David Whitcraft (Suz); 3. Josh Hamilton (Hon); 4. Derek Sturgell (Kaw); 5. David Herb (Kaw).

S/MINI: 1. David Whitcraft (Suz); 2. Chris Whitcraft (Yam); 3. Josh Hamilton (Hon); 4. Derek Sturgell (Kaw); 5. Nick Mowry (Kaw).

SCHBY 125: 1. Michael Campbell (Suz); 2. Josh Martin (Kaw); 3. Doug Gall (Hon); 4. Tony Taylor (Hon); 5. Dustin Cottrill (Suz).

16-24: 1. Chris Berry (Suz); 2. Damien Heater (Hon); 3. Ryan McHale (Hon); 4. Justin Terrell (Suz); 5. Matt Robinson (Hon).

25+: 1. Mike Morgan (Yam); 2. Kevin Sheldon (Suz); 3. Richard B. Robinson (Hon); 4. Jeff Flora (Suz); 5. L.Brook Dixon (Hon).

30+: 1. Mike Morgan (Yam); 2. Richard B. Robinson (Hon); 3. Devon Hunt (Yam); 4. Gerry Bennett (Hon); 5. Roy Wharton (Kaw).

40+: 1. Gerry Bennett (Hon); 2. Mark Kaho (Hus); 3. Larry Shumaker (Hon). 125A: 1. Chris Berry (Suz); 2. Tony Wiesenhahn (KTM).

125B: 1. Bub Thomas (Suz); 2. Damien Heater (Hon); 3. Ryan McHale (Hon); 4. Justin Terrell (Suz); 5. Doug Gall (Hon).

125C: 1. Jeremy Fleming (Hon); 2. Robert Back (Yam); 3. Steven Chapman (Kaw); 4. David Thomas (Hon); 5. Duane Napier (Hon).

25OA: 1. Mike Morgan (Yam); 2. Chris Berry (Hon); 3. Troy Swartz (Kaw); 4. Kevin Sheldon (Suz); 5. Tony Wiesenhahn (KTM).

25OB: 1. Jeff Flora (Suz); 2. Bub Thomas (Suz); 3. C. Fred Kuhn (Kaw); 4. L. Brook Dixon (Hon); 5. Devon Hunt (Yam).

25OC: 1. Mike Jackson (Hon); 2. Jason Uhl (Hon); 3. Jesse Perkins (Hon); 4. Vince Langhirt (Kaw); 5. Wayne Avedeisian (Hon).

OPEN B: 1. C. Fred Kuhn (Kaw); 2. Larry Shumaker (Hon); 3. Mark Kaho (Hon); 4. Timothy Linger (Hon); 5. Jason Hockingberry (Hon).

Neese, Ryan run like a Fox at Muddy Creek MX

By Barbara Williams
Photos by Loren Williams

BLOUNTVILLE, TN, MAR. 23

Jim Neese of Greensboro, North Carolina, was the big winner on Fox Day at Muddy Creek Raceway, which was round two of the AMA USA MegaSeries. Neese won the 125cc A and 250cc A classes as nearly 700 riders competed, without a single injury, for MegaSeries-scale Pro paybacks and Fox products for amateur class racers.

Jim's Motorcycle Sales-backed Neese and Yamaha of Kingsport's Kevin Walker traded moto wins in the 125cc A class. The victory went to Neese when he turned in a flawless second moto ride from holeshot to checkered flag, leaving the runner-up position for Walker and third for Suzuki of Gastonia-backed Jim Chester.

Walker leaped to the front of the 250cc A class first-moto start, shadowed by Suzuki of Gastonia's Billy Liles. The two vet riders soon disappeared to take first and second at the finish. By the time the rest of the pack had sorted itself out, Neese would finish third, followed by Chester and Kingsport Suzuki's Jon Boruff.

Chester grabbed the second-moto holeshot under pressure from Walker, Neese and Liles, and was able to pull away by about two seconds while the trio squabbled for positions. Tight, intense racing drew attention away from the leader, and halfway through the moto Liles became the first casualty. While trying to duck inside of Walker where there wasn't room, Liles found himself on the ground and watched Walker and Neese blast past.

Neese and Walker fed off each other for speed and pulled up within striking distance of the fleeing Chester. On the last lap at the top of the stairsteps, the two riders bracketed Chester in a surprise move, Neese on the inside, Walker on the outside, dropping Chester to third.

Walker tried to move on Neese for the lead on the rough straightaway but hit a big kicker bump that bucked him off his YZ. Taking his time recovering from the body-slam, Walker did finish the moto, but Neese had cruised to the win and earned the overall win. Liles got second and Chester ended up third overall.

Walker got revenge on Chester and Liles by dominating Over 25 A class.

Results

Saturday

50 (4-6): 1. Austin Stroupe (LEM); 2. Madison Hambright (KTM); 3. Cameron Stone (Cob); 4. Brett Michaud (Act); 5. Anthony Westergaard (Hon).

50 (7-8): 1. Bradley Pace (Atm); 2. Zach Osborne (Act); 3. Randy Blevins (Act); 4. Adam Ivers (LEM); 5. Kayne Hickman (Cob).

65 (7-0): 1. Josh Davis (Kaw); 2. Philip Ivers (Kaw); 3. Christopher Chesnee (Kaw); 4. Kayne Hickman (Kaw); 5. Zach Osborne (Kaw).

65 (10-11): 1. Matthew Smith (Kaw); 2. Brandon Schools (Kaw).

JR MINI: 1. Matt Miller (Suz); 2. Joshua Davis (Kaw); 3. Justin Lewis (Yam); 4. Jeffrey Fields (Yam); 5. Chase Whitten (Kaw).

85 (12-13): 1. Christopher Heath (Hon); 2. Brian Pace (Yam); 3. Zachary Miller (Suz); 4. Jarred Burrell (Suz); 5. Chris Hanshaw (Kaw).

85 (14-15): 1. Bradley Robertson (Hon).

U/L MINI: 1. J.R. Carter (Kaw); 2. Christopher Heath (Hon); 3. Bradley Robertson (Yam); 4. Jason Bault (Yam); 5. Joshua Davis (Kaw).

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MAY 9-10, 1997

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Gates Close 10:00 pm
Classes: 60cc, 80cc, 125cc, Jr. Vets, Vintage, Evolution & Pee Wee.
"All skill levels"

SATURDAY, MAY 10TH
Gates Open: 6:00 am
Sign-Up Opens 6:00 am
Practice 7:30 am
Racing Starts 8:30 am
Gates Close 10:00 pm
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(Left) Canadian George Merry (12) won the 250cc Intermediate class at round one of the Spring Night Series at Starwest Motocross Park.
(Above) Haven Holdcroft styled his way to the win in the Pee Wee 4- to 6-year-old class at the American Motorsports Vinton MX Park.

SCHBY: 1. Joel Spears (Hon).
WMN: 1. Makesha Hoyle (Hon).
125 A: 1 . Jon Boruff (Suz).
125 B: 1. Corey Dolinar (Suz); 2. Timmy Milligan (Suz); 3. William Wright (Yam); 4. Jason Thompson (Yam); 5. Paul Efantis (Kaw).
125 C STK: 1. Thomas Epps (Suz); 2. Aaron Ricketts (Hon); 3. Adam Patterson (Yam); 4. Earle Newkirk (Kaw); 5. Shane Helms (Hon).
250 A: 1. Jon Boruff (Suz).
250 B: 1. Corey Dolinar (Suz); 2. Chap Harkrader (Suz); 3. Daniel Tesh (KTM); 4. Paul Justus (Yam); 5. Matthew Freed (Suz).
U/L C/D: 1. Travis Reagan (Kaw); 2. Kevin Blalock (Yam); 3. Anthony Orr (Hon); 4. Jon Tyus (Yam); 5. Derek Moore (Kaw).
Sunday
50 (4-6): 1. Brandon Large (Cob); 2. Justin Ashburn (Act); 3. Austin Stroupe (LEM); 4. Dwayne Hatcher (KTM); 5. Houston Meek (KTM).
50 (7-8): 1. Justin Sipes (Cob); 2. Chase Beck (Cob); 3. Davin Price (LEM); 4. Brett Slater (Cob); 5. Kayne Hickman (Cob).
65 (7-9): 1. Joshua Davis (Kaw); 2. Michael Ridge (Kaw); 3. Justin Sipes (Kaw); 4. Aaron Nations (Kaw); 5. Chase Beck (Kaw).
65 (10-11): 1. Garrett Meek (Kaw); 2. Matthew Smith (Kaw); 3. Brandon Shepard (Kaw); 4. Trey Meek (Kaw); 5. Brandon Schools (Kaw).
80 BEG: 1. Danny Fields (Kaw); 2. Dale Brace (Kaw); 3. Jason Tucker (Yam); 4. Timothy Horn (Kaw); 5. Dean Fields (Hon).
JR MINI: 1. Matt Miller (Suz); 2. B.J. Huntsinger (Suz); 3. Wade Cordell (Yam); 4. Hutch Lee (Suz); 5. Joshua Davis (Kaw).
85 (9-13): 1. Richard Joey Garnes (Suz); 2. Jeffrey Fields (Yam); 3. Jacob Saylor (Kaw); 4. Chase Roberts (Kaw); 5. Jason McCord (Yam).
85 (12-13): 1. Richard Joey Garnes (Suz); 2. Ryan Sipes (Kaw); 3. Adam Overcash (Suz); 4. Jason Bault (Yam); 5. Matt Blevins (Hon).
85 (14-15): 1. J.R. Carter (Kaw); 2. Jeremy Jett (Yam); 3. Nicholas Warner (Suz); 4. Shane Hodges (Kaw); 5. Matt Greene (Hon).
S/MINI: 1. Hans Neel (Hon); 2. J.R. Carter (Kaw); 3. Richard Joey Garnes (Suz); 4. Jeremy Jett (Yam); 5. Matt Miller (Suz).
SCHBY: 1. Jeffery Ryan (Suz); 2. Ben Riddle (Kaw); 3. Hans Neel (Hon); 4. Martin Pence (Kaw); 5. Doug Earls (Suz).
125 A: 1. Jim Neese (Suz); 2. Kevin Walker (Yam); 3. Jim Chester (Suz); 4. Richard Shawn Prather (Yam); 5. Jon Boruff (Suz).
125 B: 1. Jeffery Ryan (Suz); 2. Ben Riddle (Kaw); 3. Corey Dolinar (Suz); 4. Jamie Nicholson (Kaw); 5. Eric Leonard (Kaw).
125 C: 1. Travis Reagan (Kaw); 2. Anthony Nash (Hon); 3. Aaron Ellenburg (Suz); 4. Aaron Ricketts (Hon); 5. John Thompson (Hon).
125 D: 1. Dallas Norman (Yam); 2. Aaron Smith (Hon); 3. Matthew Marlow (Suz); 4. Jamie Cortez (Kaw); 5. Dwayne Leonard (Hon).
250 A: 1. Jim Neese (Suz); 2. William Liles (Suz); 3. Jim Chester (Suz); 4. Jon Boruff (Suz); 5. Kevin Walker (Yam).
250 B: 1. Jeffery Ryan (Suz); 2. Shane Shipley (Kaw); 3. Charley Keplinger (Suz); 4. Corey Dolinar (Suz); 5. William Cassavaugh (Suz).
250 C: 1. Jay Taylor (Hon); 2. Chuck Cooper (Suz); 3. Kevin Blalock (Yam); 4. Chad Brown (Kaw); 5. Clark McAlister (Suz).
250 D: 1. Stephen Pritchard (Hon); 2. Chad Yates (Hon); 3. David Rudisill (Suz); 4. Randy Weddington (Suz); 5. Christopher Frady (Hon).
OPEN B/C: 1. Wayne Harrison (Hon); 2. Jeff Tomlinson (Yam); 3. Jason Inman (Suz).
U/L AM: 1. Wesley McCoy (Suz); 2. Daniel Tesh (KTM); 3. Eric Leonard (Kaw); 4. Chris Adams (Kaw); 5. Shane Jenkins (Kaw).
U/L C/D: 1. Anthony Nash (Hon); 2. Chad Brown (Kaw); 3. Travis Reagan (Kaw); 4. Jerry Strange (Hon); 5. John Thompson (Hon).
25+ A: 1. Kevin Walker (Yam); 2. Jim Chester (Suz); 3. William Liles (Suz); 4. Joel Nicky Baker (Suz); 5. James Hayes (Hon).
25+ B: 1. Corey Dolinar (Suz); 3. Albert Jamie McCoy (KTM); 4. Rodney Wise (Suz); 5. William Cassavaugh (Suz).
25+ C: 1. Clifford Pierce (Kaw); 2. Kevin Blalock (Yam); 3. David Tucker (Suz); 4. Kevin Hill (Suz); 5. Chuck Cooper (Suz).
30+ A: 1. William Liles (Suz); 2. Ron Jones (Suz); 3. Joel Nicky Baker (Suz); 4. Randy Roberts (Suz).
30+ B: 1. Albert Jamie McCoy (KTM); 2. Larry Sparks (Suz); 3. Randall Rowe (Suz); 4. Jeff Dodgen (Yam); 5. Eric McHatton (Suz).
30+ C: 1. David Tucker (Suz); 2. Robert Shepard (Kaw); 3. Jeff Cross (Kaw); 4. Tad Working (Kaw); 5. Mark Osborne (Suz).
35+: 1. Ron Jones (Suz); 2. Jeff Dodgen (Yam); 3. Michael Taylor (Kaw); 4. Randy Roberts (Suz); 5. Steve Genter (Suz).
40+: 1. Ron Jones (Suz); 2. Robert Neeley Jr. (KTM); 3. Kevin Poole (Suz); 4. Albert Albiker (Suz); 5. Johnny Gibson (Hon).
48+: 1. Jack Phillips (Kaw); 2. Roy Thigpen (Mai); 3. Ted Shortridge (Suz); 4. Terrell Welborn (Suz).

McGourty shines at Starwest Motocross

By Tony Alessi

MORENO VALLEY, CA, MAR. 22
Florida boy Donnie McGourty powered his FMF-backed RM to the overall win in the Supermini division and a close second in the 80cc 12- to 13-year-old division during round one of the Spring Night Series held at Starwest Motocross Park.

McGourty flew high over the tracks new double jumps and was blazing fast in the new land-mine section during the first Supermini moto. Cale Wallace was perhaps a little faster and passed McGourty for the eventual moto win.

The second Supermini moto saw Wallace get a lead from the get-go and start to open a lead on his AXO-backed YZ. The McGourty brothers, Donnie and Mike were running third and fourth, respectively, but were slipping farther behind with each passing lap. Wallace retired with a rear flat tire while Donnie McGourty went on for the moto and overall victory in front of his older brother Mike McGourty.

Donnie McGourty came back to top the first 80cc 12- to 13-year-old moto over a hard-charging Austin Jones. McGourty looked like a sure winner in the all-important second moto but Jones charged past McGourty for the moto and overall victory. Adam Bisso was a solid third in both motos while Micky Griffin and Kevin Payne rounded out the top five.

Chad Gores was the night's top Pee Wee racer by powering his AC Racing-backed LEM to the overall victory. Gores defeated Chad Herbert, Casey Huntley and Kyle Bergantz on the main track during the night's Pee Wee main event.

Brice Blair breezed to a double-moto victory in the 125cc Beginner class over Josh Stice, who charged from dead last to second place in both motos. Andy Stephens proved to be one of the few 125cc Beginners to attempt the front double jump and finished off the night a solid third, while Benjamin Rose and Ryan Perez rounded out the top five.

Results

Small Track
STRTR (4-6): 1. Krystal Kramer (KTM); 2. Ryan Cleveland (KTM); 3. Jordan Riveros (Yam); 4. Ray Holley; 5. Brett Hottel (Yam).
STRTR (7-8): 1. Justin Carmody (LEM); 2. Audra Sunderiand (Yam).
STK BEG (4-6): 1. John Baltas (LEM); 4. Blake Baggett (LEM); 3. Donnie Kearney (KTM); 4. Dylan Lima (LEM); 5. Alan Jiron (LEM).
STK BEG (7-8): 1. Ryan Parker (KTM); 2. Tyler Sievers (LEM); 3. Shawn Hayes (LEM); 4. A.J. Kuschatka (KTM).
STK B NOV (0-8): 1. Mike Meade (Cob); 2. Roberto Jiron (LEM); 3. Steven Cerda (KTM); 4. Danny Gonzalez (LEM); 5. Mark Baley (Act).
S/P/W: 1. Brady Huntley (LEM); 2. Chad Herbert (LEM).
MOD BEG (4-6): 1. Myles Nail (LEM).
MOD BEG (7-8): 1. Shawn Hayes (LEM); 2. Brett Catmn (KTM); 3. A.J. Kuschatka (Cob); 4. Justin Mulford (LEM); 5. Jesse Ryan.
MOD A EX (0-8): 1. Chad Herbert (LEM); 2. Brady Huntley (LEM); 3. Casey Huntley (LEM).
Main Track
50 STK: 1. Chad Gores (LEM); 2. Roberto Jiron (LEM); 3. Mark Bailey (LEM); 4. Kyle Bergantz (LEM).
50 MOD: 1. Bradley Huntley (LEM); 2. Chad Herbert; 3. Casey Huntley (LEM); 4. Kyle Bergantz (LEM); 5. A.J. Kuschatka (Cob).
S/P/W (6-9); 1. Mike Meade (COB).
80 (0-11): 1. Cale Wallace (Yam); 2. Jeff Loop (Hon); 3. Jonathan Rose (Yam); 4. Aaron Bergantz (Suz).
80 (12-13): 1. Austin Jones (Suz); 2. Donnie McGourty (Suz); 3. Adam Bisso (Yam); 4. Micky Grifin (Yam); 5. Kevin Payne (Hon).
80 (14-16): 1. David Sullins (Yam); 2. Mike McGourty (Yam).
S/MINI: 1. Donnie McGourty (Suz); 2. Mike McGourty (Yam); 3. Cale Wallace (Yam); 4. Nate Jones (Yam).
125 BEG: 1. Brice Blair (Kaw); 2. Josh Stice (Hon); 3. Andy Stephens (Yam); 4. Benjamin Rose (Yam); 5. Ryan Perez (Suz).
125 NOV: 1. Mike Camp (Kaw); 2. Sean Clarke (Kaw); 3. Franzi Tschurschenthaier (Suz); 4. John Ferrell (Yam); 5. Colin Morrison (Hon).
125 INT: 1. Neil Alonzo (Kaw); 2. Tyson Taylor (Hon); 3. Bullfrog Newcomer (Yam).
250 BEG: 1. Greg Wolfe (Hon); 2. Dennis Manzo (Hon); 3. Vince Dischiavi (Kaw); 4. Randy Shadower (Hon); 5. Jason Bevans (Hon).
250 INT: 1. George Marry (Yam).
25+ BEG: 1. Chris Taylor (Hon).
25+ NOV: 1. John Turner (Suz).
30+ BEG: 1. Elmer Silfies (Hon); 2. Louie Tozser (Hon); 3. Cliff Huxley (Hon); 4. Anthony Rose (Hon); 5. Jorry Sneil (Hon).
30+ NOV: 1. Jim Bradbury (Hon); 2. Jim Masters (Kaw): 3. Bruce Mortensen (Kaw).
40+ NOV: 1. Ray Simmons (Hon).

Kuchler cooks at AMS Motocross

By Rupert F. Pellett

MCARTHUR, OH, MAR. 22
Westerville, Ohio's, Scott Kuchler benefited from great starts and powerful riding to take the overall win in the 125cc B class, while posting fifth overall in the competitive Schoolboy division.

Cloudy, cool weather greeted the large turnout of riders at promoter Tab Thompson's American Motorsports Vinton MX park, and the racers were treated to a well-prepped circuit.

Kuchler jammed his CR into a nice holeshot in moto one, but Team Green's Jeff Gibson would quickly pass Kuchler through the switchbacks in the far section of the track. RM-mounted Bub Thomas battled with fellow yellow pilot Scott Shafer over third, while Shaun Kuchler, Scott's twin brother, cruised in fifth.

Though Gibson had a healthy lead by lap two, he mishandled a section of whoops and went over the bars, while his riderless Kawasaki chased a scared cameraman. Kuchler would take over the lead while Gibson tried to straighten his bars, and by the time he could remount the entire pack would pass. Gibson went on a tear and was able to make it up to fifth place, but Kuchler would take the win, followed by Suzuki-riding Shafer and Thomas.

Moto two was all Gibson; that is, until a mechanical breakdown sent him to the pits, and the popular local hero would have to sit out the rest of the moto as Kuchler took another win. Thomas would finish second in the final moto and gain second overall, with Shafer third for third overall.

In the little 50cc 4- to 6-year-old class, it was Haven Holdcroft on his brand-new Cobra CM50 doing the damage, as the potent little machine ran off with the win. Tyler Bowers of Dublin, Ohio, tallied second overall and Ryan Allbaugh and his KTM finished third.

Pickerington's Mark "Junior" Burkhart had little opposition in the Pro classes as he thrust his Honda of Troy machines to the front in all four motos to destroy the competition. Zanesville's Michael Campbell pushed his YZ to two quick moto wins over Rushville's Willy Browning on his Sport Cycles Yamaha, and third-place Dustin Cottrill aboard an F&S Suzuki in the Mini Senior class.

Results

50 (4-6): 1. Haven Holdcroft (Cob); 2. Tyler Bowers (Cob); 3. Ryan Allbaugh (KTM); 4. Kris Nelson (Cob); 5. Corey Carr (Cob).
50 (7-8): 1. Tommy Pellett (Cob); 2. Devan Welch (Cob): 3. Nathan Saving (Act); 4. Kyle McConnell (Cob); 5. Tyler Terrell (KTM).
65: 1. Michael Willard (Kaw); 2. Joey Pellett (Kaw); 3. Billy Sprankle (Kaw); 4. Jared Grabiel (Kaw); 5. Jacob Mohney (Kaw).
MINI JR: 1. Chris Whitcraft (Yam); 2. Michael Willard (Suz); 3. Nick Carroll (Kaw); 4. Dillion Watkins (Hon); 5. Jared Grabiel (Suz).
MINI SR: 1. Michael Campbell (Yam); 2. Willy Browning (Yam); 3. Dustin Cottrill (Suz); 4. K.Andy Willard (Suz).
MINI EX: 1. Chris Whitcraft (Yam); 2. Willy Browning (Yam); 3. K. Andy Willard (Suz); 4. Dillion Watkins (Hon); 5. Matt Pritchard (Hon).
WMN: 1. Jennifer Schultz.
40+: 1. Gerry Bennett (Hon); 2. Bill Reiss (Hon).
125 PRO: 1. Mark Burkhart (Hon); 2. Eddy Turner (Suz).
250 PRO: 1. Mark Burkhart (Hon); 2. Eddy Turner (Suz); 3. Chadd Woodrum (Suz).
SCHBY: 1. Jeff Gibson (Kaw); 2. Shaun Kuchler (Hon); 3. Michael Campbell (Suz); 4. Josh Martin (Suz); 5. Scott Kuchler (Hon).
125 B: 1. Scott Kuchler (Hon); 2. Bub Thomas (Suz); 3. Scott Shafer (Suz); 4. Shaun Kuchler (Hon); 5. Aaron Thomas (Suz).
250 B: 1. Bub Thomas (Suz); 2. Chad Jerles (Suz); 3. Chad Spinosi (Kaw); Edmund C.Moore (Hon); 5. Ty C.Walke (Kaw).
OPEN B: 1. Mark Christian (Hon); 2. Larry Shumaker (Hon); 3. Bill Green (Hon): 4. Tim Linger (Hon); 5. John Foit (Hon).
25+: 1. Gerry Bennett (Hon); 2. Bill Reiss (Hon); 3. Terry Barnes (Hon); 4. Mark Christian (Hon); 5. Richard Custard (Hon).

30+: 1. Gerry Bennett (Hon); 2. Bill Reiss (Hon); 3. Mark Christian (Hon); 4. Richard Spangler (Kaw); 5. Richard Custard (Hon).

125 C: 1. Jacob Dausch (Suz); 2. Troy Karshner (Suz); 3. Bill Kilgour (KTM); 4. Greg Howell (Kaw); 5. Shawn Halley (Hon).

250 C: 1. Mike Johnson (Suz); 2. Jay Speakman (Kaw); 3. Eric Acker (Suz); 4. Richard Webb (Hon); 5. Troy Hedges (Hon).

16-24: 1. Chad Jerles (Suz); 2. Aaron Thomas (Suz); 3. Tony Robinson (Kaw); 4. Aaron Ridgeway (Kaw); 5. Jason Brown (Suz).

Record turn out at Rhino Rally Hare & Hound

By J.C. Martinez

ST. GEORGE, UT, FEB. 22

When the Motorcycle Racing Association of Nevada (MRAN) and the Utah State Riders Association (USRA) decided to merge for a four-race points series, no one had any idea what was in store, especially the promoting club, Wizards MC. This USRA club assembled the annual Rhino Rally Hare & Hound and were overwhelmed with over 500 racers on race day.

Three waves, with well over 100 racers each, aimed toward the smoke bomb waiting for the respective starts. When the start banner dropped, each wave of bikes fought for position looking for the course beyond the bomb. Amateurs were fortunate enough to have a huge section of barbed-wire fence removed courtesy of the Expert row, who ripped it down.

The Expert and Amateur classes should be grateful that they didn't start with the Novices, that start was absolute mayhem with riders doing cartwheels, flips, and ejections of every kind as they approached the first road crossing. Most of these racers either fell off the first berm or flipped over the second.

The pack continued on its way, seeking markings of any kind, battling never ending dust and each other. It all came down to who got out of the dust first and fed it to the rest, as well as, those who could just plain ride in it. Matt Gosnell proved he could handle it as he rode to 52nd overall and first Amateur.

Results

B/W:1 .Levi Roberts; 2. David Roberts.

P/W NOV: 1. Justin Wallis; 2.Thomas Godfey; 3. Ashley Thomas; 4. Jed Maxwell; 5. Derek King.

P/W AM: 1. Cody Wallis; 2. Ryan Price.

P/W EX: 1. Justin Gibson; 2. Cory B. Ayers; 3. Cameron McCamery; 4. Tyler Thomas; 5. Dustin Kline.

SCHBY: 1. Cole Coates; 2. Jess Sandier.

WMN BEG: 1. Joni Wirts; 2. Carrie Sectist; 3. Kathy Robbins; 4. Krystal Gerber; 5. Tammy Bleak.

60 HDS UP: 1. Jesse Canepa; 2. Zachary Gosnell; 3. Jerry Parson; 4. Steven Alba; 5. Tracon Kirk.

80 NOV: 1. Braden Crockett; 2. Jeff Child; 3. Matt Bate; 4. Jace Kirk; 5. Joshua Clifton.

80 AM: 1. Levi Allen; 2.Lonnie Fox; 3. Daniel Madsen; 4. Tristian Sherwood; 5. Daniel Price.

80 EX: 1. Kellon Walch; 2. Christopher Butterfield; 3. Kyle Kischer; 4. Carl Maassberg; 5. Tony Westbay.

SPTSMN: 1. Brad Child; 2. Walter Molley; 3. Rock Weber; 4. Burt Lamborn 5. David Child.

ANTQ: 1. Jeff S. Taft; 2. Chris Denver.

BMBR: 1. Riccardo Terzo; 2. Brad Ludlow; 3. Jess R. Perkins; 4. Brad Clontz 5. Ryan Thiriot.

WMN: 1. Luana Canfield; 2. Eileen Turner; 3. Julee Johannessen; 4. Kathy Stevens; 5. Bobbi Kirk.

4-STRKC: 1. Michael Tuttle; 2. Wes Bonham; 3. Jared Robinson; 4. Richard Healy; 5. Steve Keirstead.

40+ NOV: 1. Kevin Bevan; 2. Ted Unsworth; 3. Jim Campbell; 4. John Pilgrim; 5. Jeff Madsen.

35+ NOV: 1. Mark Landers; 2. Kevin Maxwell; 3. Clyde Allen; 4. Scott Warren; 5. Jeff Landers.

30+ NOV: 1. Bryan Lutz; 2. Russ Ramsey; 3. Nathan Roberts; 4. Doug O'Steen; 5. Jeff Robinson.

OPEN NOV: 1. Kent M. Carlsen; 2. Garvin Johnson; 3. Richard Taylor; 4. Troy Davis; 5. Scott A.Templon.

250 NOV: 1. Brian Southwick; 2. David Pearson; 3. Braxton Southwick; 4. Tom Seaver; 5. Chad Olsen.

125 NOV: 1. Rob Phillips; 2. Robert Marshall; 3. Randy Marshall; 4. Durel Davis; 5. Luke Baca.

4-STRK B: 1. Mark Robbins; 2. Chuck Jorgensen; 3. Steve Webb; 4. Benjamin McCutcheon; 5. Jerry Ostler.

40+ AM: 1. Darrell Still; 2. Stacy Griswold; 3. Kim Prisbey; 4. Mark Allen; 5. Seth Butterfield.

35+ AM: 1.Kevin Worlanan;2. Kent Robertson;3. Tim Ratney;4. David Turner; 5. Boyd Bringhurst.

30+ AM: 1. Sil Jeppson; 2. Stephen Whitney; 3. Gene Torrisi; 4. Terry R. Giles; 5. Pat Glennon.

OPEN AM: 1. Gaylen Newton; 2. Randy Smith; 3. Reed Phillips; 4. Nick Stiley; 5. Trent Anderson.

250 AM: 1. Matt Gosnell; 2. Matt Roylance; 3. Bryan Hatch; 4. Ben Williams; 5. Waylon Shaw.

125 AM: 1. Casey Mickle; 2. Ben Child; 3. James Kohl; 4. Ryan Anderson.

50+ HDS UP: 1. David W. Webster; 2. Harold M. Simons; 3. Robert Hutchings; 4. Stan Smith; 5. Arthur Atkinson.

45+ HDS UP: 1. J. Ray Wirts; 2. Kaffy Chattier; 3. Carey Denning.

4-STRK A: 1. Paul Pitts; 2. Scott Glimp; 3. Bryan Martin; 4. Jason Jacobson; 5. Joseph McYen.

40+ EX: 1. Bill Maxim; 2. Jay Zicker; 3. Steve Pitts; 4. Bill Sharpe; 5. Tad Goimarac.

35+ EX: 1. Alan J. Peterson; 2. Jeff Boyd; 3. David Wilson; 4. Kevin Bogue; 5. Bryon Jones.

30+ EX: 1. Scott Morris; 2. Todd Jorgensen; 3.Cory F. Ayers; 4. Gregg Greenhalgh; 5. Mike Worthington.

OPEN EX: 1. Dustin Headman; 2. Jeff Lundgreen; 3. Mark Lundgreen; 4. Brent Fox; 5. Kaylen Sperry.

250 EX: 1. Russell Pearson; 2. Aron Huntington; 3. Corky Maughan; 4. David Frye; 5. Nelson Lucero.

125 EX: 1. Monte Montague; 2. Danny Linnell; 3. Clint Brown; 4. Danny Cooper; 5. Marc Barrage.

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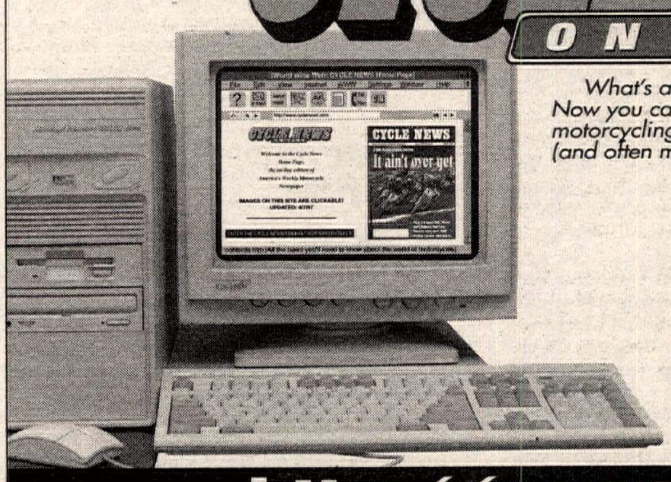

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(Left) Dean Lane (P8) had a great return to racing after winning the Pro class at round two of the TCCRA Series in Texas. (Above) Magical night: Several of speedway's past and present riders and supporters were on hand at the Spike benefit party in Orange, California. Among them were (left to right) Dennis Sigalos (with daughter Avalon), Shawn Moran (kneeling), Terry Clanton, Al Martinez (fifth from left), Craig "Spike" Creith and Chris Agajanian, Kelly Moran, Sammy Tanner, Bill Cody, Bruce Penhall, Steve Brereton and Bobby Schwartz (foreground, seated).

Lane wins Gholson Cross Country

By Gary Benton

GHOLSON, TX, MAR. 9

Dean Lane stopped Clay Hoenshell's Pro-class winning streak by snatching victory after a year-long absence at round two of the Texas Cross Country Racing Association Series. Overcast skies and temperatures in the 60s greeted the riders and several inches of rain from the week before created perfect riding conditions on the sandy, 7-mile track laid out by promoter Jerry Boren.

Pro-class action saw Gary Benton pull the holeshot with Tracy Anders, Lane and Jeremy Fipps close behind. Lane used a 15 mph speed advantage on the long straights to reel in and pass Benton before the end of lap one. Midway through the second lap Clay Hoenshell passed Benton and set out on the difficult task of catching Lane, who used his huge speed advantage to hold off Hoenshell for the remaining five laps and win by a comfortable margin. Benton managed to hold on to third after running out of gas with half a lap to go.

In the Open Expert class Russ Clark took the holeshot with Marty Ishmael right on his rear fender. The two were never more than a few seconds apart and quickly put distance on the rest of the pack. Bill Wright finished a few minutes back with Joe Holmberg and Brian Hoffman rounding out the top five.

In the 250cc Expert class KX-riders Michael Worrell and Ricky Rhodes grabbed the early lead with DFW's Mark Faulk, Todd Gleason and Vernon Davidson in tow. Faulk stole the lead halfway through lap one and would maintain that position until lap three when Davidson and Rhodes temporarily worked their way past him.

On lap four, Faulk was able to push his way back in front but, unfortunately, his energy was fading fast and he would have to settle for third. Gleason made his move on lap five, going from fourth to first in one lap, and would hold it until the checkers with Davidson and Faulk close behind. Worrell and YZ-mounted Eric Hobbs rounded out the field.

Gene Pannell was the big winner in the Over 45 Expert class with a four-minute lead gained after grabbing the holeshot. Mike Gleason managed to stay close for a few laps but in the end settled for second.

Results

PRO: 1. Dean Lane (KTM); 2. Clay Hoenshell (Suz);3. Gary Benton (Yam); 4. Donnie McMillon (Suz); 5. David Koontz (Yam).

AA: 1. David Culpepper (Suz); 2. Bobby Southard (KTM); 3. Tom Robinson (Suz); 4. Eric Hess (Hus); 5. Jeff Solinger (Hon).

A/B: 1. Todd Myers (Yam); 2. Brian Bames (Yam); 3. Aaron Gay (Hon); 4. Mark McDonald (Kaw); 5. Joe Bill Pyle (Kaw).

OPEN EX: 1. Russ Clark (KTM); 2. Marty Ishmael (Kaw); 3. Bill Wright (Hon); 4. Joe Holmberg (Hon)-5. Brian Hoffinan (KTM).

250 EX: 1. Todd Gleason (Hon); 2. Vemon Davidson (Kaw); 3. Mark Faulk (Hon); 4. Mchael Woffell (Kaw); 5. Efic Hobbs (Yam).

30+ EX: 1. Mark Rakestraw (Yam); 2. Steve Reavis (Yam); 3. Kelly Crenshaw (Yam); 4. Adrian Jacobs (Yam); 5. Gregg Royar (Suz).

125/200 EX: 1. Todd Holder (Kaw); 2. Chris Dejameatt (Yam); 3. Matt Grubb (Hon); 4. John Powers (Yam); 5. Steve Miller (Suz).

38+ EX: 1. Douglas Taft (Yam); 2. Andrew Cooksey (Kaw); 3. Mike Connell (Hon); 4. David McKelvy (Suz); 5. Tom Johnson (Suz).

45+ EX: 1. Gene Pannell (Yam); 2. Mike Gleason (Hon); 3. Mike Daniel (KTM); 4. Dusty Tower (Kaw); 5. Ronald Mullin (Hon).

50+ EX: 1. Loyd Morgan (Suz); 2. Bill Flemming Sr. (Suz); 3. Dwight Leatherwood (KTM); 4. Charles Pritchett (Suz); 5. Dave Bumap (Kaw).

250 INT: 1. Brian Fisher (Kaw); 2. Jarnes Tennyson (Yam); 3. Bryan Kinder (Hon); 4. Clinton King (Yam); 5. Trace Van Shuler (Yam).

30+ INT: 1. Tommy Smith (Yam); 2. James Sendelbach (Yam); 3. Douglas Richard (Suz); 4. Billy Dasinoer (Hon); 5. Dan Joseph (Yam).

38+ INT: 1. Ronny Donald (Hon); 2. Thomas Cade (Hon); 3. Carl Dejameatt (Kaw); 4. Jimmy Brigis (Hon); 5. Mark Bergman (Suz).

45+ INT: 1. Keny Foster (Kaw); 2Curt Laison (KTM); 3. Jerry Boren (Hon); 4. Don Cannon (Kaw); 5. John Davenport (KTM).

4-STRK EX: 1. David Lucas Jr. (Hon); 2. Shannon Butler (Hon); 3. Mark Lainb (Hon); 4. Aaron E. Jones (Hon); 5. Courtny Christian (Hon).

4-STRK INT: 1. Steve Turner (Hon); 2. Tim Moore (Hus); 3. Will Ford (Hon); 4. Scott Shannon (Hon); 5. Steve Channell (Hon).

125 INT: 1. Chris Abbott (Yam); 2. Mitch Webster (Suz); 3. Cody Hale (Kaw); 4. Mark Cloud (Kaw); 5. Greg Lawrason (Yam).

OPEN AM: 1. Ron Daniel (KTM); 2. Lance Churchman (KTM); 3. Lynn Stanford (Hon); 4. Tommy Sizemore (Kaw); 5. Efic Eugster (Hus).

250 AM: 1. Rick Hacic (Kaw); 2Jeff Dodd (Yam); 3. Christopher Martin (Kaw); 4. Todd McClendon (Kaw); 5. Randy Foster (Yam).

200 AM: 1. John Harrison (Kaw); 2. Danny McDonald (Kaw); 3. Murray Blair (Kaw); 4. Doug Dierdorf (Kaw); 5. Justin Ray (Kaw).

4-STRK AM: 1. Greg White (Hon); 2. Robert Jones (Hon); 3. Max Manns (Hon); 4. Stephen Jones (Kaw); 5. James Shires (Suz).

125 AM: 1. Geoff Speed (Yam); 2. Bryan Miller (Hon); 3. Jeff Pennington (Hon); 4. David Allen Penney (Suz); 5. Dwayne Yincher (Suz).

30+ AM: 1. Howard Kirk Goad (Hon); 2. Lany Smith (Hon); 3. Dan Owens (Yam); 4. Scott Pomeroy (Hon); 5. Pete Rowan (KTM).

38+ AM: 1. William Martin (Hon); 2. Cary Watson (KTM); 3. Roy Thacker (Suz); 4Henry Leaverson (Kaw); 5. James Dean Rice (KTM).

45+ AM: 1. Danny Hagins (Yam); 2. Dale Little (Kaw); 3. Mike McKool (Hon); 4. David Lucas SR. (Kaw); 5. John Petton (Kaw).

50+ AM: 1. Skip Grove (Yam); 2. Don Willbanks (Hon); 3. Grady Burch (KTM); 4. Joe Bfiittain (KTM); 5. Bany Millwood (Suz).

MINI EX: 1. Bryan Miller (Kaw); 2. Tyler Rawlings (Kaw); 3. Brian Mullin (Kaw); 4. Jeremy Johnston (Kaw); 5. Clay Leaverton (Hon).

WMN EX: 1. Tracy Kisor (Kaw); 2. Bethany Jacobs (Yam); 3. Shelley Dixon (Kaw); 4. Shelly McMillon (Hon); 5. Tracy Yeargan (Hon).

WMN INT: 1. Shannon McKamy (Hon); 2. Tabitha Freeman (Hon); 3. Dawn Beimler (Hon); 4. Julie Shields (Hon); 5. Tina Yarbrough (Hon).

MINI AM: 1. Chad Kawata (Hon); 2. Mike McGoven; 3. Jason Flowers (Kaw); 4. Curtis Abbott (Yam); 5. Clay Masterson (Yam).

WMN AM: 1. Bonnie Lamb (Hon); 2. Patty Vowell (Hon); 3. Summer Allen (Hon);

4. Cindy Curtis (Kaw); 5. Leslie Smith (Kaw).

Speedway rallies for Spike

By Orenthal James
Photo by Bob Jones

ORANGE, CA, MAR. 29

The Southern California speedway community might be a small blip on the radar that is modern day professional motorcycle racing, but when one of their own needs a helping hand, the speedway racers will band together and rally for the cause with unrivaled intensity.

Such was the case when Southern California motorsports event/show promoter and long-time speedway supporter Al Martinez opened his body shop to host a benefit party for for Craig "Spike" Creith, well known in the speedway community for his efforts both as a mechanic for several top riders throughout the years and for his track preparation at venues such as the Orange County Fairgrounds in Costa Mesa, and the now defunct Ascot South Bay Stadium and San Bernardino Fairgrounds tracks. Creith, 52, has been diagnosed with lung cancer and has been having difficulty meeting the tremendous costs that go along with fighting the disease.

The party and auction drew some 400 participants who enjoyed food and drink, a free performance from "wheelie king" Doug Domokos and several eras worth of bench racing. Among the elite was former two-time World Speedway Champion Bruce Penhall, who was on the party committee along with race promoter Chris Agajanian, Penhall Optical Windshades President Steve Brereton, two-time World Pairs and U.S. National Champion Bobby Schwartz and Pete Rovazzini. But perhaps Penhall took an extra-personal interest in the event.

"Spike used to be my stateside mechanic during my World Championship years," Penhall said. "I've known him for so many years, back when he was building the best tracks around. He got to be one of my best friends. He could probably drive to LAX blindfolded from all the times that he drove me back and forth to it. He was a big part of my success, and I really wanted to do this for him in a big, big way. This party was just a huge success. I couldn't begin to tell you how many old faces were at this thing. And it was a hardcore speedway bunch. It was so worth it. It was cool. Hopefully next year we will be able to have a first annual for him."

Along with having a great time, those hardcores also raised some $20,000 during the benefit auction that was held concurrent with event. Several bits of speedway memorabilia were donated for the auction. Among the big ticket items sold were a 14-karat gold-plated Premier helmet, donated by two-time U.S. National Speedway Champion Rick Woods, which sold for $800. A large, framed photo of the world-conquering Team USA from the early '80s was purchased by mid-to-late '80s Team USA member Rick Miller for $400. Kelly Moran's U.S. National Championship STP leathers went for $850, and a ink drawing of the famous Dennis Sigalos wheelie, penned by Japanese artist San Yoshikawa, sold for $1000.

"It was really a neat night," Schwartz said afterward. "It was more than a party, it was a real event. There was so much generosity shown, which doesn't surprise me from this crowd. It was a special night. Spike's a special guy."

LeFevre on top at Sears Point Road Race

by David Dold

SEARS POINT, CA, APR. 6

Brian LeFevre won his second straight Formula II race as the American Federation of Motorcyclists made the first trip of the season to its home track, Sears Point Raceway and played host to a packed house with a large number of Willow Springs regulars making the trek north to participate in the California Championship Series.

LeFevre outdistanced Willow Springs regular Michael Montoya as he took the first championship points in what should be one of the most competitive classes of the CCS series. Mark Ingalls led a trio of the AFM's fastest 250cc riders following Montoya, with defending champion Dan Cook and former champion Jeff Leggitt in tow.

Formula III featured national 250cc rider Bobby Keith, riding a borrowed RS125, in a battle with the class championship favorite Carlos Neves. Starts can make or break the race in Formula III where the competition is fierce and evenly matched, and Keith was lucky to launch well from his starting position on the third row and set off in pursuit of Neves, who won leading from his position on pole.

Every lap, Keith drew closer to Neves and finally made a pass for the lead, going inside of Neves in turn 10 with both riders ripping along at speeds of over 100mph. Neither rider was willing to back off, and they accelerated out of the corner together, staying even until Neves wobbled when thrown off balance by Keith.

Keith pulled away from there, taking a convincing victory. Neves held on to second ahead of another 250cc national rider, Mark Foster. Fourth place looked to be Max McFarland's for the taking until he clipped a hay bale in the chicane and crashed, leaving the position to Peter Femenia with Thomas Alldredge in fifth.

The 600cc races were both won by Thomas Montano in a pair of events featuring two of the fastest 600 riders to race with the AFM in the past few seasons. Brian Parriott pursued Montano in both events, starting midpack on the crowded grid, and finishing second in the 600cc Superbike class after both he and Montano caught and passed a quick-starting Timothy Kamholz.

The Suzuki GSXR once again dominated the 750cc classes, taking the top six places and eight of the top 10 in 750cc Superbike, lead by Anthony Lupo, Ken Hill and Jeff Short.

Results

F-PAC: 1. Rob Mesa (Yam); 2. Ken Hill (Suz); 3. Mike Nissen (Hon); 4. Jeff Short (Suz); 5. Cory Call (Suz).

F-3: 1. Bobby Keith (Hon); 2. Carlos Neves (Hon); 2. Mark Foster (Yam); 4. Peter Femenia (Yam); 5. Thomas Alldredge (Yam).

OPEN GP: 1. Mike Nissen (Hon); 2. Rob Mesa (Yam); 3. Jim Fife (Suz); 4. Roque Torres (Hon); 5. Dean Perry (Suz).

F-2: 1. Brian LeFevre (Yam); 2. Michael Montoya (Yam); 3. Mark Ingalls (Yam); 4. Dan Cook (Yam); 5. Jeff Leggitt (Hon).

F-1: 1. Jeff Short (Suz); 2. Cory Call (Suz); 3. Gregory Prinze (Duc); 4. Zoran Vujasinovic (Suz); 5. Joe Brett Williams (Hon).

F-SGL: 1. Craig McLean (Duc); 2. Brian Brown (Spo); 3. Stuart Knigge (Yam); 4. Joe Abeyta (Yam); 5. Ivan Thelin (KTM).

F-TW/OPEN: 1. Gregory Prinze (Duc); 2. Paul Orlandi (Duc); 3. Kurt Mund (BMW); 4. James Coda (Duc); 5. Joe Carillo (Duc).

500 TW: 1. Brian Long (Kaw); 2. Alan Kelso (Kaw); 3. David Chowenhill (Kaw); 4. Bret Whitman (Kaw); 5. Arthur Ferdinand (Kaw).

450 S/BK: 1. Ross Wells III (Yam); 2. Dennis Presicoski (Yam); 3. Brian Long (Kaw); 4. Dave Norgard (Yam); 5. Gary Hatfield (Yam).

600 S/BK: 1. Thomas Montano (Yam); 2. Brian Parriott (Hon); 3. Timothy Kamholz (Suz); 4. Donald Greene (Yam); 5. David Wasson (Suz).

750 S/BK: 1. Anthony Lupo (Suz); 2. Ken Hill (Suz); 3. Jeff Short (Suz); 4. Dan Thorsen (Suz); 5. Cory Call (Suz).

OPEN S/BK: 1. Nike Nissen (Hon); 2. Scott Bigley (Hon); 3. Chris Voelker (Hon); 4. Jim Fife (Suz); 5. Jim Groshong (Hon).

250 S/BK: 1. Joe Carillo Jr. (Yam); 2. Ken Cohen (Yam); 3. Joshua Scott (Hon); 4. David George (Hon); 5. Philip Torres (Yam).

F-400: 1. Mark Ingalls (Yam); 2. Michael Summers (Suz); 3. Dennis Doherty (Yam); 4. Gary Jaehne (Hon); 5. Bob Siebenhaar (Hon).

S/DINO: 1. Enzo Ferrara (Yam); 2. Russ Meagher (Yam); 3. Jesse Dolan (Hon); 4. Ivan Thelin (KTM); 5. Joe Abeyta (Kaw).

VINT (0-450): 1. Chris LaCruze (Duc); 2. Jim Nevengburg (Bul); 3. Charles Sexton (Bul); 4. Tupper Robinson (Bul).

VINT (451-OPEN): 1. Jove Shapiro (BMW); 2. Brian Filo (Yam).

650 TW: 1. Chris Voelker (Hon); 2. Shawn Reilly (Hon); 3. David White (Hon); 4. Dean Welder (Hon); 5. Shaun Brady (Hon).

250 PROD: 1. Francis Mazur (Kaw); 2. Thomas Dorsey (Kaw); 3. Erik Wenneker (Kaw); 4. Brian Bartlow (Kaw); 5. Antonio Rocha (Kaw).

450 PROD: 1. Dennis Presicoski (Yam); 2. Ross Wells III (Yam); 3. Gary Hatfield (Yam); 4. Dave Norgard (Yam); 5. Doug Pitcock (Yam).

600 PROD: 1. Thomas Montano (Yam); 2. Mark Foster (Hon); 3. Brian Parriott (Hon); 4. Donald Greene (Yam); 5. Timothy Kamholz (Suz).

750 PROD: 1. Jacen Puerta (Suz); 2. Peter Moran (Suz); 3. Lee McKenna (Suz); 4. Brian Shannon (Suz); 5. Joseph Zifcak (Suz).

OPEN PROD: 1. Gary Jaehne (Hon); 2. Fabrizio Palazzo (Hon); 3. James King (Hon); 4. Michael Wong (Hon); 5. Lamar Potts (Hon).

Vintage MX at Motocross of Marion County

By Ed Garlin

REDICK, FL, MAR. 3

During Daytona Bike week, Motocross of Marion County was the site of the third round of the AHRMA South East MX series and the opening round Vintage Iron Eastern U.S. Evolution MX series. The Florida Vintage MX Club held a rate and silent auction that raised more than $2,100 with proceeds going toward the Gainesville Autism Society. A great big thanks goes out for the donations from AHRMA, Dunlop, FMF, Metro Vintage Products, Pirelli, Vintage Iron and some of yesterday's and today's top MX stars.

While the biggest winners were autistic kids in the north Florida area, there were also some big winners on the nicely prepared track. In the opening U.S. Evolution series, Hugh's Bultaco-rider Tim Weaver smoked every 125/250/500cc pilot on the track while riding his 1977 Bultaco 200. Weaver made a last-lap pass on Maico 490 rider Gary Koptak after a midpack start to take the first Evolution moto win.

At the start of the second moto Koptak went down while leading at the finish line tabletop, taking several riders down with him. That allowed Yamaha-rider Rick Rossiter into the lead. Rossiter tried to fight Weaver off for three laps before Weaver found a way past to claim the overall. Rossiter claimed the overall in the 125cc Masters class, while Koptak remounted and claimed the 500cc Masters win.

Suzuki-mounted Robbie Massey traded moto wins with Montesa-mounted James Way to claim the 500cc Sportsman overall win. In the hotly contested 500cc Sportsman Intermediate class, it was the Maicos of Ron Winget and Dave Curci in first and second, respectively, ahead of Chuck Peavy on a Husky.

Some close races in the Sportsman Over 30 Expert class between Canadian Tim Marks and Don Lewis. Marks claimed the overall win, Lewis finished second and Way finished third.

The Classic 125cc Intermediate class action saw Georgia's Chuck Cureton ride his Husky to back to back wins over Rupp 125cc rider Perry Nash and Will Martin on a CZ.

An excellent day's racing and fund raising was had by all and special thanks goes out to the Blackburns of MX of Marion County, everyone who donated, Jerry West of Supersports and everyone who participated.

Results

SPTSMN 125 NOV: 1. Phil Grillo (Hon); 2. Robert Groves (Hon).

SPTSMN 125 INT: 1. Mike Anderson (Hon); 2. Dave Gilbert (Hon); 3. Mike Allen (Hon); 4. Robert Leimenstall (Yam).

SPTSMN 125 EX: 1.Tim Marks (Hon); 2. Mike Brown (Hon); Jim Harner (Hon).

SPTSMN 250 NOV: 1. Lisa Powell (Hon); 2. J.P. Antoon (Hon); 3. David Russell (Mai); 4. Chuck Morris (Hus).

SPTSMN 250 INT: 1. Eric Kraft (Mon); 2. Chuck Cureton (Hus); 3. David Kieth (Yam).

SPTSMN 250 EX: 1. Jack Weaver (Yam); 2. Randy Bailey (CZ); 3. Don Lewis (Hon).

SPTSMN 500 NOV: 1. James Stuiso (CZ); 2. Dexter Gardenhire (Hus).

SPTSMN 500 INT: 1. Ron Winget (Mai); 2. Dave Curci (Mai); 3. Chuck Peavy (Hus); 4. Harry Norman (Yam); 5. Roy Maley (Mai).

SPTSMN 30+ NOV: 1. Phil Grillo (Hon); 2. Robert Groves (Hon); 3. J.P. Antoon (Hon).

SPTSMN 30+ INT: 1. Mike Anderson (Hon); 2. David Kieth (Yam); 3. Dave Gilbert (Yam); 4. Mike Allen (Hon); 5. Chuck Peavy (Hus).

SPTSMN 30+ EX: 1. Tim Marks (Hon); 2. Don Lewis (Hon); 3. James Way (Mon).

SPTSMN 40+ NOV: 1. Lisa Powell (Hon); 2. Dan Mackie (Yam); 3. Chuck Morris (Hus).

SPTSMN 40+ INT: 1. Dale Sanders (Mai); 2. Roy Maley (Mai); 3. Dave Curci (Mai); 4. Harry Norman (Yam); 5. Ron Winget (Mai).

SPTSMN 40+ EX: 1. Jack Weaver (Yam); 2. Ray Weir (CZ).

SPTSMN 50+ NOV: 1. Gerrold Nuccio (Mai).

SPTSMN 50+ INT: 1. Roy Maley (Mai); 2. Gig Hamilton (Mai); 3. Bond Way (Mon); 4. John Manford (Hus).

SPTSMN 50+ EX: 1. Harrold Hazel (Hus).

PREM L/W INT: 1. Dan Beher (BSA).

CLSSC 125 NOV: 1. Richard Bley (CZ).

CLSSC 125 INT: 1. Chuck Cureton (Hus); 2. Will Martin (CZ); 3. Perry Nash (Rup).

CLSSC 125 EX: 1. Jim Hamer (CZ).

CLSSC 250 NOV: 1. Dan Beher (Hus).

CLSSC 250 INT: 1. Mike Kavula (AJS).

CLSSC 500 INT: 1. Jay Stuiso (BSA); 2. Dave Kaufman (AJS).

EVO 125 MSTRS: 1. Rick Rossiter (Yam); 2. Tim Marks (Hon); 3. Randy Bailey (Hon).

EVO 250 SPTSMN: 1. Bill Burton (Hus).

EVO 250 MSTRS: 1. Tim Weaver (Bul); 2. John Hilton (Hon); 3. Ed Garlin (Hon).

EVO 500 SPTSMN: 1. Robbie Massie (Suz); 2. James Way (Mon); 3. Jason Cuering (Yam); 4. Bill Sekulich (Mai).

EVO 500 MSTRS: 1. Gary Koptak (Mai); 2. Pete Noneman (C-A); 3. Ray Weir (CZ).

MDRN SUP 60/80: 1. Jon Ecklund (Hon); 2. Dave Sterreit (Suz); 3. Nick McMillia (Yam).

MDRN SUP 125: 1. Scott McMuigan (Yam); 2. Josh Sterreit (Suz); 3. Nathan Vick (Kaw); 4. Rex Brown (Kaw); 5. Dave Ecklund Jr. (Yam).

MDRN SUP 250/OPEN: 1. Rex Brown (Kaw); 2. Josh Sterreit (Suz); 3. Barry Higgins (Hsb); 4. Steve Dye (Kaw); 5. John Hilton (Hon).

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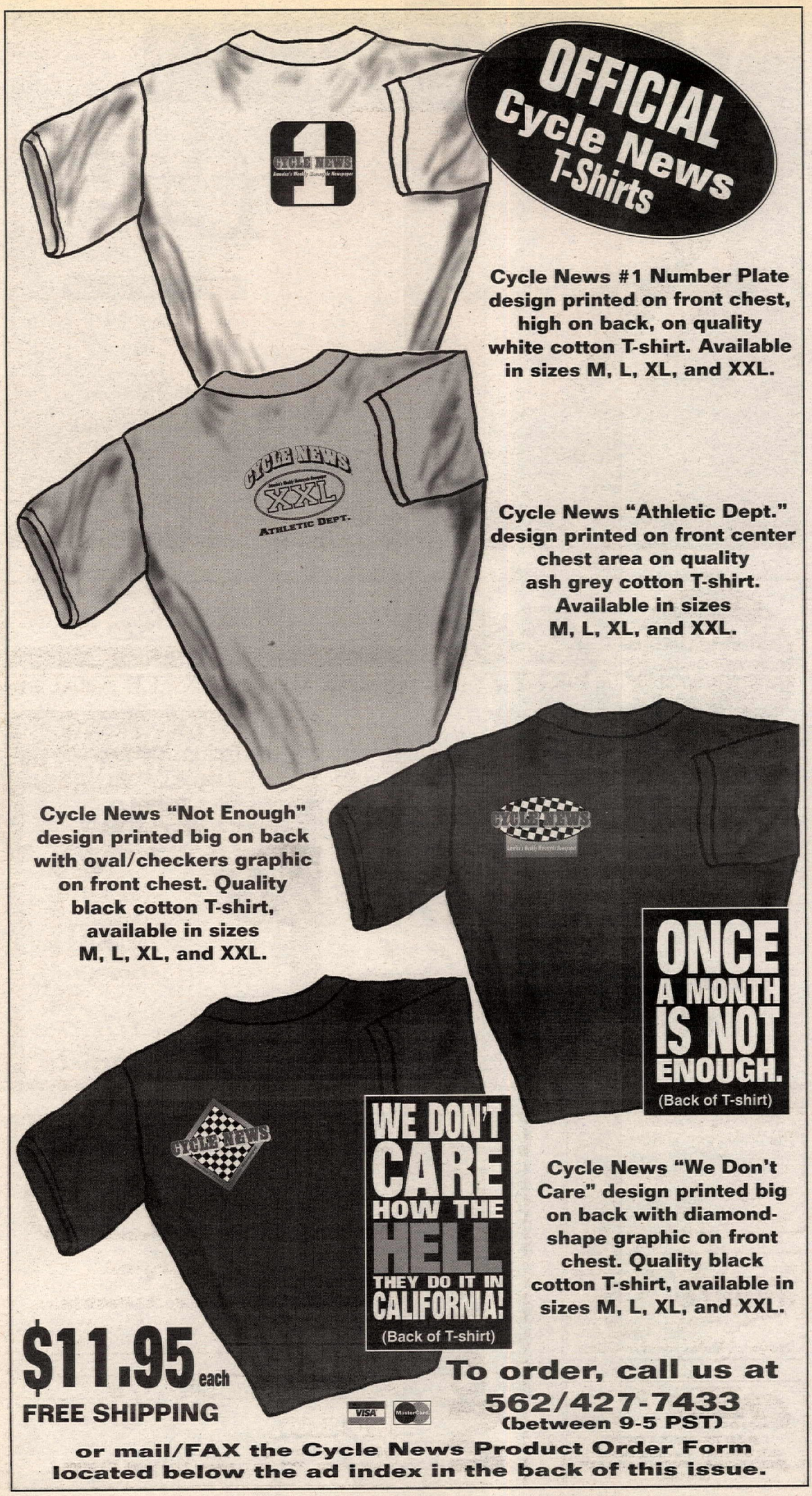

Gall triumphs at Bluegrass Motocross

By Susan S. William

CLAY CITY, KY, MAR.23

A record number of riders competed at the season opener at Bluegrass Motocross Park as a newly designed track with a changed starting area and additional jumps. Doug Gall claimed victory in two classes as he rode in his first competition since breaking his leg at opening day last year. Gall went 1-1 in the Schoolboy and 125cc B classes.

Gall stormed by Dusty Walker, who had snagged the holeshot in moto one of the Schoolboy class, to take the lead in lap one and cruise to an uncontested win. The second moto was no contest as Gall dominated the entire moto for the class win.

Gall had to work a little harder in the 125cc B class as Jim Reas led the pack chased by Daniel Graham and Gall. By lap three, Gall made his move to the front and was unstoppable as he continued to the checkered. Graham finished second with Walker claiming third.

O'Neal/FNV-backed Robby Cook fired off the line in moto one of the 125cc A class action with Suspension Plus-sponsored Jimmy Brooks, Paul Karle and Larry Gessner following. Karle quickly moved into second and closed in on Cooks.

By the second lap of racing, Karle took charge to pull away from the field for the win. Brooks took a DNF after a spectacular crash. Gessner passed Cook in a side-by-side, mid air maneuver when he outjumped Cook to move into second at the checkers. Cook settled for third.

Karle was better prepared off the gate in moto two as he secured the front spot immediately. It was no contest for Karle as he rode to the finish and chalked up the moto win for the overall victory. Gessner took the second spot right off the gate with Cook in tow, and they remained in that order to the finish. Karle took the overall win with Gessner second and Cook third.

Results

125 A: 1. Paul Karle (Suz); 2. Larry Gessner (Suz); 3. Robby Cook (Kaw); 4. Rusty McCubbin (Hon); 5. Buddy Brooks (Suz).

125 B: 1. Doug Gall (Hon); 2. Daniel Graham (Kaw); 3. Dustin Walker (Yam); 4. Keith Lewis (Yam); 5. J.T. Smith (Hon).

25+ A: 1. Rodney Carrier (KTM), 2. Larry Gessner (KTM); 3. Rick Drake (Kaw); 4. Daniel Nelson (Hon).

25+ B: 1. Darrell Reddix (Hon); 2. Keith Lewis (Yam); 3. J. Reas (Suz); 4. Steve Kiesler (Kaw).

25+ C: 1. David Durkee (Kaw); 2. Steve Colgate (Hon); 3. Kenneth Cornett (Kaw); 4. Anthony Carrier.

8OD: 1. Matthew Crawford (Hon); 2. Jade Teague (Hon); 3. Joe Chambers (Kaw); 4. Brandt Brooks (.Suz); 5. Tyler Scroggins (Hon).

UNLMTD C/D: 1. Travis McIntosh (Suz); 2. Joseph Blanvett (Hon); 3. Kevin Yerbey (Hon); 4. Brad Cassada (Hon); 5. Donnie Adams (Kaw).

UNLMTD AM: 1. Dale Simpson (Hon); 2. J.T. Smith (Hon); 3. Larry Taylor (Hon); 4. Daniel Graham (Kaw); 5. Terry Parris (Hon).

60 (7-11): 1. Shane Radcliffe (Kaw), 2. Taylor Niller (Kaw), 3. Tommy Osbourne (Cobra); 4. Josh Deacon; 5. Michael Gilliam (Kaw).

60 (l0-11): 1. Casey Martin (Kaw); 2. Matthew Blake (Kaw); 3. Matt Colston (Kaw); 4. Case Belcher (Kaw); 5. Kyle Tuell (Kaw).

50 BEG: 1. Cody Reas (Yam); 2. Joshua Rahn (Yam); 3. Casey Miller.

50 (7-8): 1. Daniel Maxam (LEM); 2. Tommy Osbourne (Cobra); 3. Josh Deacon. SCHBY: 1. Doug Gall (Hon); 2. Dusty Walker (Yam); 3. Tony Taylor (Hon), 4. Nick Wolfe (Kaw); 5. Shawn Oliver (Suz).

30+ A: 1. Rodney Carrier (KTM); 2. Rick Drake (Kaw); 3. Michael Hanker (Hon); 4. Jim Krauser (Kaw).

30+ B: 1. Steve Kiesler (Kaw).

30+ C: 1. Bobby Cappel (Hon); 2. Jim Maxam (KTM); 3. Gary Craven (Hon); 4. Terry Blake (Kaw); 5. Bill Seward (Kaw).

40+: 1. Bill Rendle; 2. James Clark (Kaw); 3. Charles Kinison (Hon); 4. Harry Bailey (Yam); 5. David Elliott (KTM).

JR MINI: 1. James Russell Maxam (.Kaw); 2. Jacob Burd (.Hon); 3. Casey Martin (Hon); 4. Case Belcher (Kaw).

80 (12-13): 1. Justin Jones (Yam); 2. Robbie Gray (Yam); 3. Terry Blake; 4. Chad Shackleford (Hon); 5. Jacob Karnes (.Yam).

250 A: 1. Paul Karle (Suz); 2. Rodney Carrier (KTM); 3. Larry Gessner (KTM); 4. Gary Winters (Kaw); 5. Robby Cook (Kaw).

80 (14-15): 1. Corey Belcher (Hon); 2. Patrick Hockersmith (Kaw); 3. Aaron Coffey (Yam).

125 D: 1. Nicholas Priddy (Kaw); 2. Robby Shephard (Kaw): 3. Kenneth Comett (Kaw); 4. Michael Breeden (Kaw), 5. Terry Beams (Hon).

250 D: 1. Jammey Woolsey (Suz); 2. Bobby Cornett (Kaw); 3. Randy Duvall (Hon); 4. Christopher Dunn (Hon); 5. Scott Cooner (Kaw).

250 B: 1. Jerry Barnes (Hon); 2. Harry Watts (Hon); 3, Darrell Reddix (Hon); 4. Larry Taylor (Hon).

250 C: 1. Kevin Terbey (Hon); 2. Nicholas Priddy (Kaw): 3. Calvin Clark (Kaw); 4. Bobby Cappal (Hon); 5. Brian Shackleford (Kaw).

35+: 1. Michael Harker (Hon); 2. David Gordon (KTM); 3. Tim Puckett (Hon); 4. Mark Durbeck (Hon); 5. Donald Estes (Yam).

S/MINI: 1. Justin Jones (Yam); 2. Robbie Gray (Yam); 3. Terry Blake (Kaw); 4. Cole Belcher (Hon); 5. Michael Hardcastle (Suz).

Carmichael hot in Marion County Motocross

By Kyle Myers

REDDICK, FL, MAR. 16

Pro Circuit/SplitFire/Kawasaki's Ricky Carmichael showed up to compete in the South-

east Area Qualifier for Lorretta Lynn's AMA Amateur National Motocross held at Motocross of Marion County and won both classes he entered, the 125cc A Modified and 250cc A Modified classes. Some 260 riders from seven states tried to make the cut to qualify for the Regionals.

In both 125cc A Mod motos Carmichael (fresh off of his first National MX win) led both motos wire to wire with Jarrett Tipping finishing in the runner-up spot, followed by Jacob Fogg, Kenny Jones and Alan Sanders.

In the first 250cc A Modified race Carmichael led from the drop of the gate to the checkered flag with Jones and Andrew DeSpain following him across the line in second and third, respectively.

Moto two saw Carmichael blast out of the gate and lead for two laps, until falling in a turn and handing the lead position to Tipping. Jones also passed the downed Carmichael, but Carmichael remounted quickly and within a lap had overtaken Jones for second.

Carmichael closed in on Tipping and pressured him for the lead. Two laps later Carmichael slipped by Tipping, edged him out entering a turn, and went on for the win. Three seconds back came Jones, followed by DeSpain and Sanders.

For the second week in a row, HSKS of Ocala/Boyesen/Thor-backed Ryan Davis was the only triple class winner of the day. Davis scored the hat trick in the 80cc 14- to 15-year-old Stock, 80cc 14- to 15-year-old Modified and Super Mini classes as he won all six motos run.

Team Green pilot James Stewert returned to action after recovering from his Mini-Olympic injuries. Stewart won all four motos in the 80cc 7- to 11-year-old Stock and 9- to 13-year-old Modified divisions.

Results

50 (4-6): 1. Brad Bollman (Cob); 2. Jerry Kopoian (LEM); 3. Max Rash (Cob); 4. Josh Dollar (KTM); 5. Dustin Solovitch (ACT).

50 (7-8): 1. Kyle Keylon (Cob); 2. Devon Yelenosky (Cob); 3. John Mulleavey (Cob); 4. Colton Winebrenner (Cob); 5. Cody Neff (Cob).

60 (7-9) STK: 1. Randy Gamble (Kaw); 2. Philip Hewett (Kaw); 3. Jon Camp (Kaw); 4. Dan Willman (Kaw); 5. Jimmy Warren (Kaw).

60 (10-11) STK: 1. Dale Kump (Kaw); 2. Levi Sammons (Kaw); 3. Chris Nizborski (Kaw); 4. Jordon Gooch (Kaw); 5. Bobby Lucroy (Kaw).

80 (7-11) STK: 1. James Stewart (Kaw); 2. Shane Lusk (Yam); 3. Quinton Bigalow (Yam); 4. Dale Kump (Kaw); 5. Garrett Edmisten (Hon).

80 (12-13) STK: Jon Sander (Yam); 2. Jesse Richards (Yam); 3. Brad Stevenson (Hon); 4. Jeremy Freeman (Suz); 5. Shawn Mayo (Kaw).

80 (9-13) MOD: 1. James Stewart (Kaw); 2. Jess Richards (Yam); 3. Shane Lusk (Yam); 4. Quinton Bigalow (Yam); 5. Brad Stevenson (Hon).

80 (14-15) STK: 1. Ryan Davis (Kaw); 2. Jordon Peeples (Kaw); 3. Josh Faustino (Suz); 4. Derrick Stearns (Hon); 5. J. B. Brewer (Yam).

80 (14-15) MOD: 1. Ryan Davis (Kaw); 2. Josh Faustino (Suz); 3. Jordan Peeples (Kaw); 4. Derrick Stearns (Hon); 5. Derrick Mauney (Kaw).

S/MINI: 1. Ryan Davis (Kaw); 2. Tony Stokes (Kaw).

125 (12-15) STK: 1. Derrick Kain (Suz); 2. Mike Breeden (Kaw); 3. Jusin Hand (Suz).

125 (12-15) MOD: 1. Clint Shealy (Hon); 2. Tom Parsons (Kaw); 3. Ray Loggins (Hon); 4. Nash Permenter (Yam); 5. Derrick Kain (Suz).

125 A STK: 1. Jacob Fogg (Yam); 2. Randy Jackson (Kaw).

125 A Mod: 1. Ricky Carmichael (Kaw); 2. Jarrett Tipping (Suz); 3. Jacob Fogg (Yam); 4. Kenny Jones (Hon); 5. A. lan Sanders (Yam).

125 B STK: 1. Jason Peres (Suz); 2. Marcus Pedrero (Suz); 3. Kevin Cagle (Hon); 4. Scott McGuigan (Yam); 5. Kyle Myers (Suz).

125 B MOD: 1. Jason Peres (Suz); 2. Scott McGuigan (Yam); 3. Jason Fink (Kaw); 4. Kevin Cagle (Hon); 5. Ray Loggins (Hon).

125 C STK: 1. Matt Hunter (Yam); 2. Paul Reilly (Yam); 3. Mark Ragsdale (Kaw); 4. Doug Wright (Yam); 5. Aaron Jensen (Suz).

125 C MOD: 1. Tom Parson (Kaw); 2. Doug Wright (Yam); 3. Nash Permenter (Yam); 4. Shawn McNanus (Hon); 5. Paul Reilly (Yam).

250 A STK: 1. Rick Carlisle (Hon).

250 A MOD: 1. Ricky Carmichael (Kaw); 2. Kenny Jones (Hon); 3. Jarrett Tipping (Suz); 4. Andrew Despain (Suz); 5. Alan Sander (Yam).

250 B STK: 1. Marcus Pedrero (Suz); 2. Derrick Januszyk (Kaw); 3. Jeff Neilander (Hon).

250 B MOD: 1. Jason Fink (Kaw); 2. Jeff Neilander (Hon); 3. Derrick Januszyk (Kaw); 4. J. D. Holmes (Yam); 5. Allan Assaf (Suz).

250 C: 1. Willis Brock (Suz); 2. J. Sean Howard (Hon); 3. Heil Melby (Hon); 4. Brad Grumbley (Suz); 5. James Armitage (Kaw).

25+: 1. Marcus Pedrero (Suz); 2. Allan Assaf (Suz); 3. Kirk Layfield (Yam); 4. Darin McCurdy (Suz); 5. Matt Powell (Kaw).

30+:1. Willis Brock (Suz); 2. Kirk Layfield (Yam); 3. Tom Ackerman (Kaw); 4. Don Lamaster (Hon); 5. Mike Menefee (Yam).

40+: 1. Eric Henderson (KTM); 2. Kevin Wilson (Suz); 3. Bob Dare (Kaw); 4. Frank Kapplow (Suz); 5. Art Fink (Yam).

50+:1. Bob Dare (Kaw); 2. Ron Crews (Yam); 3. Lou Whitney (Hon).

OPEN B/C: 1. Chris Reynolds (KTM); 2. Eric Henderson (KTM); 3. Marc White (Hon); 4. Tony Thompson (Hon).

WMN: 1. Beth Rewis (Yam); 2. Beth Clover (Yam); :3. Heidi Carlisle (Hon).

Karle shines at Daniel Boone Motocross

By Susan S. Willian

LONDON, KY, MAR. 16

Ohio's Paul Karle won 250cc Pro class at the Daniel Boone Motocross Park's season opener under sunny skies, a chilling wind and on a

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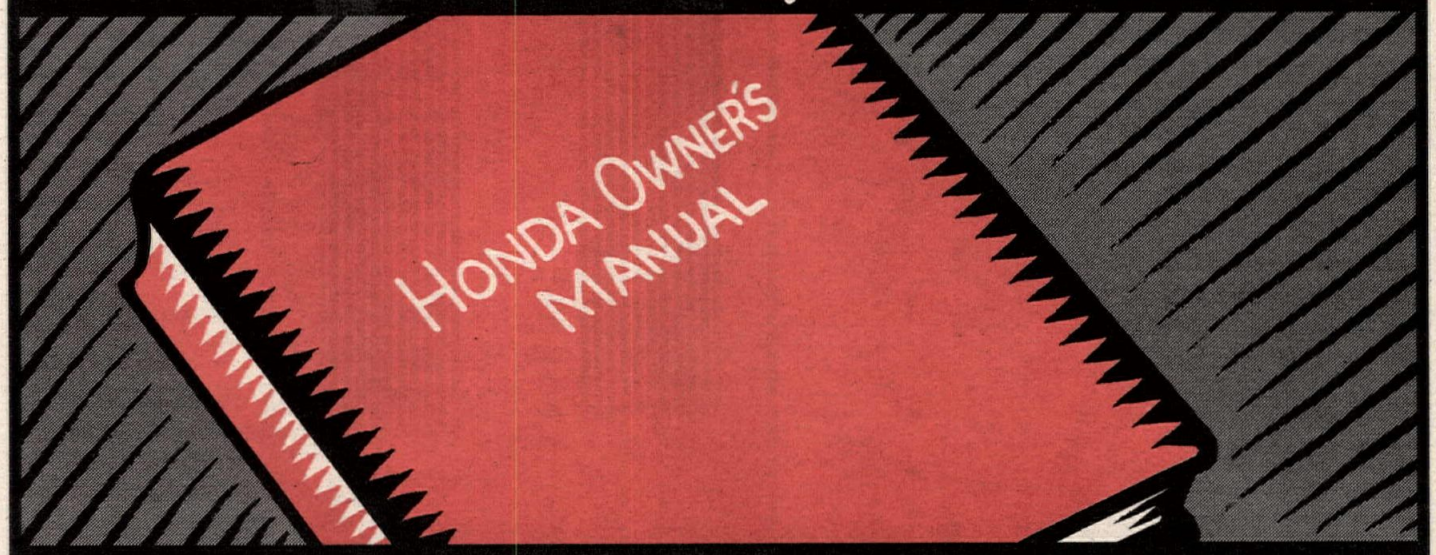

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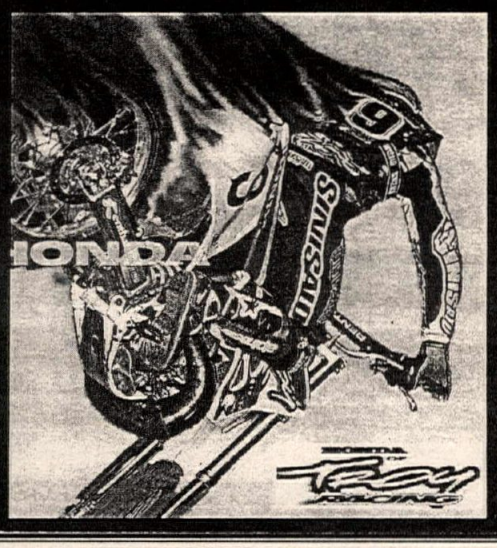

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(Left) Tom Balut made a succesful transition to the Vet Intermediate division by winning the class with a 1-2 moto score in Kent, Washington.

newly designed track. The first race of each class was a three-lap qualifier to ensure a spot on the gate for the main event.

Karle was quick off the gate in the 250cc Pro qualifier and was chased by Rodney Carrier, Larry Gessner, Scott Graves and Buddy Brooks. By the second lap, Carrier had taken charge as Karle dropped to fourth. The final lap saw Karle begin to charge toward the front-runners as he passed Gessner and closed in on Graves. Karle's quest for the win almost ended as he lost control of his machine and his feet came off the pegs while he was negotiating a corner. Carrier took the checkered as Gessner went high on the final berm of the course to allow Karle to sneak by on the inside to land second. Gessner finished third with Graves fourth.

All riders went into the main event with a clean slate and Carrier was first around turn one followed by Karle, who stayed on Carrier's rear fender as the duo concentrated on the course obstacles. The pair rode in unison over a table-top jump, and Karle edged out Carrier to take over the front position and began to pull away. Graves began to gain on Carrier in second place through the whoop section but slowed through the rougher sections of the track. By the white-flag lap, Graves had fallen off the pace, while Karle landed the win with Carrier finishing second, Graves third, Keith Sheldon fourth and Gessner fifth.

Karle again shot off the gate in the first round of the 125cc A class with Christopher Cart, Graves, Robby Cook, Rusty McCubbin and Brooks close at hand. Graves opened the throttle on his machine to move by Cart, taking over second and closing the gap on Karle, who kept his pace to be first to the checkered flag in the qualifying round.

Graves bounced back in the main to finally take a win..Karle finished second with Cart third.

Results

250 PRO: 1. Paul Karle (Suz); 2. Rodney Carrier (KTM); 3. Scott Graves (Hon); 4. Keith Sheldon (Suz); 5. Larry Gessner (KTM).

125 B: J.R. Carter (Kaw); 2. Jason Summers (Hon); 3. Keith Lewis (Yam); 4. Dustin Walker (Yam); 5. Scott Shafer.

125 A: 1. Scott Graves (Hon); 2. Paul Karle (Suz); 3. Christopher Cart (Hon); 4. Robert Goldson (Hon); 5. Robby Cook (Kaw).

UNLMTD C/D: Allen Booher (Hon); 2. Travis Wilson (Hon); 3. Ralph Stillwell (Suz); 4. Joseph Blansett (Hon); 5. Ike Neace (Suz).

UNLMTD AM: 1. Chris Mowery (Suz); 2. Alan Anderson (Yam); 3. Jason Summers (Hon); 4. Philip Veirs (Kaw); 5. J.T. Smith (Hon).

SCHBY: 1. Anthony Nash (Hon); 2. Dustin Walker (Yam); 3. Doug Gall (Hon); 4. Aaron McIntyre (.Suz); 5. Tony Taylor (Hon).

40+: Glen Campbell (Hon); 2. James Green (Kaw); 3. Frank Rassiga (Kaw) 4. Beth Rendle (Yam); 5. Harry Bailey (Yam).

60 (7-9): 1. Justin Sipes (Kaw); 2. Michael Ridge (Kaw); 3. Michael Akaydin (Kaw); 4. Christopher Davis (.Kaw); 5. Justin Jacobs (Kaw).

60 (10-11): 1. Shane O'Banion (Kaw); 2. Matthew Smith (Kaw); 3. Matthew Blake (Kaw); 4. Kyle Tuell (Kaw).

35+: 1. David Farris (KTM); 2. Mark Harker (Hon); 3. Harry Watts (Hon); 4. Kevin Kasey (Hon); 5. Rick Barr (Hon).

48+: 1. David Veirs (Kaw).

250 C: 1. Donnie Bloyd (Hon); 2. Kevin Black (Kaw); 3. Jeff Cox (Hon); 4. Keith Cottongin (Kaw); 5. Jason Osborne (Kaw).

25+: 1. Rodney Carrier (KTM); 2. Keith Sheldon (Suz); 3, Larry Gessner (KTM); 4. RichiW Robinson (Hon); 5. James Drake (Kaw).

25+ B: 1. Jeff Flora (Suz); 2. Rodney Foley (Hon); 3. Damon Cox (Hon); 4. Chad Bryson (Hon); 5. Rocky Montoya (Hon).

25+ C: 1. Kevin Black (Kaw); 2. J.L. Osbourne (Suz); 3. Keith Cottongin (Kaw); 4. Mike Linginfelter (KTM); 5. Jonathon Smith (Hon).

30+ A: 1. Rodney Carrier (KTM), 2. Richard Robinson (Hon); 3. James Drake (Kaw); 4. Michael Harker (Hon).

30+ B: 1. David Farris (KTM); 2. Rick Barr (Hon); 3. Harry Watts (Hon); 4. Rocky Montoya (Hon); 5. Chad Bryson (Hon).

30+ C: 1. Darrell Jones (Hon); 2. Timmy Steele (Hon); 3. Jeff Richey (Kaw); 4. Gary Craven (Hon); 5. Gary Reynolds (Kaw).

50cc B: 1. Tylor Richey (KTM).

50 (4-6): 1. Justin Ashburn (Action); 2. Derek Cape (KTM); 3. Steven Blankenship (Yam).

50cc (7-8): 1. Justin Sipes (Cob); 2. Johnathan Young (KTM); 3. Daniel Maxam (KTM); 4. Dustin Baker (Yam).

80 JR: 1. Devon Hedrick (Kaw); 2. James Maxam (Kaw); 3. Alexander Hunter (Yam); 4. Matthew Brinkley (Suz); 5. Shane O'Banion (Kaw).

80 (14-15): 1. J.R. Carter (Kaw); 2. Derrick Young (Hon); 3. Matthew Richey (Kaw), 4. Jamie Hainer (Kaw); 5. Aaron Coffey (Yam).

80 (12-13): 1. Ryan Sipes (Kaw); 2. Christopher Heath (Hon); 3. Justin Jones (Yam); 4. Robbie Gray (Yam); 5. Jacob Karnes (Yam).

125 D: 1. Josh Snell (Hon), 2. Jordan Gallaher (Hon); 3. David Young (Hon); 4. Walter McCarter (Kaw); 5. Chris Hacker (Hon).

250 D: 1. Bobby Cappal (Hon); 2. Bobby Cornett (Yam); 3. Anthony Foster (Yam); 4. Rodney Powell (Kaw); 5. John Dobbs (Hon).

S/MINI: 1. J.R. Carter (Kaw); 2. Ryan Sipes (Kaw); 3. Jason Reynolds (Kaw); 4. Justin Jones (Yam); 5.Christopher Heath (Hon).

80 D: 1. Jared Hall (Hon); 2. Doug Reid (Hon); 3.Eric Hacker (Hon); 4.Joe Chambers (Kaw), 5. Kirk Akaydin (Kaw).

125 C: 1. Anthony Nash (Hon); 2. Brian Young (Suz); 3. Donnie Bloyd (Suz): 4. Scott Cravens (Yam); 5. Aaron McIntyre (Suz).

250 B: 1. Alan Anderson (Yam); 2. Chris Mower (Suz); 3. Lowell Mason (Yam); 4. Jeff Flora (Suz); 5. Tim Caruso (Suz).

Black, Baxter blast Gulf Coast MX

By Neal R. Thomas

MILTON, FL, MAR. 29

Robbie Black and Grannun Baxter were just two of the big winners at the Gulf Coast Championship race at West Florida MX Park.

Black, who was riding only his second motocross race, polished off the 250cc D class with a smoothly ridden double-moto win, making it look easy. Baxter, on the other hand, had his hands full with the 80cc D class, but he rode hard and came out on top.

In 250cc D action Jay Shankles struck first with the first-moto holeshot followed closely by Black, Kenny Casey, and Todd Hansen. The pace was hot on the first lap, but Shankles and Black kept their cool even though Black was passed by Casey and Hansen, who then began to put pressure on Shankles. However, cool heads prevailed as first Hansen went down in a slow turn and lost several positions, and then Casey bobbled and let Black and Mark Chrisman by.

On the third lap, Black set up Shankles, moved into the lead and held a steady pace to the checkers for the first-moto win. Meanwhile Jeff Simonds and Nick DeVitto had been working up through the pack, but they could not catch the long-gone Black and Shankles, who finished first and second in that order followed by a tight formation of riders led by Simonds, Chrismon and then DeVitto.

The second moto belonged to Black as he grabbed the holeshot and built a small but comfortable lead, which he held to the finish for another first and first overall. Simonds made a good pass on Dusty Simpson on the first lap by taking the inside of a tight left-hander. He then motored by Casey on the front straight and made up a little time on Black before finishing second for second overall. Third overall went to Casey, who battled with Sompson throughout the moto. DeVitto managed fourth in the moto and fourth overall after a strong ride through the pack. He was followed closley by Chrismon, who passed Simpson and Shankles on the last lap to snag fifth overall.

Baxter took home the first-place trophy in the 80cc D class with hard-fought 2-1 moto scores. His rival Jimmy Strikland almost stole the show with two holeshots and 1-3 moto scores. After winning moto one, Strickland built a huge lead in moto two before sealing his own fate with a fall after a small but technical step-up jump. His fall put Baxter in the lead, and Baxter went on to claim the moto and overall victories.

Results

P/W B: 1. Cole Boutwell; 2. Corey Emmons; 3. Brandon Gardner; 4. Skyler Woolard.

P/W C: 1. Bob Ballard; 2, Jacob Baudreaux; 3. Drew McMullan; 4. Seth Bell; 5. Ashely Vickery.

P/W D: 1. Jesse Holmes; 2. Josh Adams; 3. Josh Chrisman; 4. Kaisey Boutwell; 5. Sam Melton.

JR MINI: 1. Cole Boutwell; 2. Kyle McKenzie; 3. Justin Link; 4. Karl Harrison.

JR MINI BEG: 1. Zac Crum; 2. Jon Yates; 3. Derek Duhon; 4. Ian McLean; 5. Dustin Land.

OPEN MINI: 1. Frank Randall Jr.; 2. Derek Fore; 3. Jerret Smith; 4. Lee Williams; 5. Justin Neterville.

80 C: 1. Jerry Barton; 2. Derek Fore; 3. Coleman Himes; 4. Lee Williams; 5. Grayson Hammac.

80 D: 1. Gannun Baxter; 2. Jimmy Strickland; 3. Clay Downing; 4. Cole Boutwell; 5. Kyle McKenzie.

125 B: 1. Cary Helton; 2. Hal Martin; 3. Mike Ingham; 4. John Melton.

125 C: 1. Craig Connelly; 2. Jeremy Aitken; 3. Robert Blackmon; 4. P. Allen.

125 D: 1. Derek Daigle; 2. Derek Fore; 3. Terry Joell; 4. Jason Brown; 5. Mason Dixon.

VET PRO: 1. Kevin Knight; 2. Ed Kiley; 3. Scott Duke.

VET B: 1. Scott Duke; 2. Johnny Kozain; 3. James Stinson; Jeff Jessup.

VET C: 1. Chris Warren; 2. Tim Miller; 3. Jason Gentry.

250 B: 1. Jeremy Noah; 2. Nick Burgess; 3. Alan Flanagan; 4. Bob Riker.

250 C: 1. Rick Sherman; 2. Ronnie Coste; 3. Craig Connelly; 4. Daniel Brown; 5. Scott Nolin.

250 D: 1. Robbie Black; 2. Jeff Simonds; 3. Kenny Casey; 4. Nick DeVitto; 5. Mark Chrisman.

HOBBY: 1. Len Williams; 2. Doug Kadrouach; 3. Dennis Duhon; 4. David Williams; 5. Michael Hobbs.

OPEN MNY: 1. Ray Mitchell; 2. Kevin Knight.

125 MNY: 1. Jon Simmons.

Balut wins at Jolly Roger MX

By Harold Mauldin

KENT, WA, MAR. 9

Tom Balut won the Vet Intermediate class on a day that was suited more for swamp buggies than motocross when AMA District 27 motocross got its 1997 campaign underway at Jolly Roger Motorway. Nearly 200 riders braved the muddy conditions to break out of the winter blues and get back into racing.

Balut, who had earned two number-one plates in 1996 in the Up the Hill Jr. and the Vet Jr. classes, made a successful transition into the Intermediate class as he rode his CR to 1-2 moto finishes for the class win. Rod Cook was close both motos and rode to 3-1 moto finishes for second overall.

Mark Ennis was the only other rider to earn a victory in his first time out after moving up in class. Ennis took both moto wins in the Old Timer Master class after winning the number one plate last year in the Old Timer Intermediate class.

Ben Hale, last seasons district 27 number one plate holder in both the 80cc 14- to 15-year-old class, as well as the Super-Mini class, made a successful debut on 125cc machinery. Riding his I-90 Motorsports-backed Yamaha, Hale went 2-1 in his motos and finished first overall in the 125cc Jr. class.

Results

50 (4-6): 1. Steven Marshall (LEM); 2. Christopher Crosby (KTM).

50 (7-8): 1. Cory Castle (KTM); 2. Cody Dendom (LEM); 3. Randy Abrahamson (Suz); 4. Gavin Lord (KTM).

P/W: 1. Tracie Abrahamson (Suz); 2. Jacob Hughes (Yam); 3. Thomas McDonald (Yam); 4. Zachery Carlin (Hon).

60 (6-8): 1. Jake Kapostins (Kaw); 2. Joey Arguello (Kaw); 3. Mac James (Kaw); 4. Sonya Anderson (Kaw).

60 (9-11): 1. Jake Inlliano (Kaw); 2. Jesse Barnts (Kaw).

80 BEG: 1. Marc Buct (Kaw); 2. Sean Murphy (Hon); 3. Jennifer Jordan (Suz); 4. Shawn Wilson (Kaw); 5. Kyle Harris (Suz).

80 (7-11): 1. Phillip Ehnat; 2. Joshua Eyler (Kaw); 3. Kevin Urquhart (Hon); 4. Danny Smith (Yam); 5. Jake Kapostins.

80 (12-15): 1. Kyle Berg (Suz); 2. Ryan Ennis (Yam); 3. Justin Anderson (Hon); 4. Jesse Meirs (Hon).

80 SCHBY: 1. Jonathan Murphy (Hon); 2. Robbie Campell (Hon); 3. Ryan Ennis (Yam); 4. Anthony Choe (Yam).

125 BEG: 1. Jake Huke (Hon); 2. Ronald Marshall (Hon); 3. Dennis Hagara (Hon); 4. Gene Pullen (Suz); 5. Jayme Barnes (Hon).

125 JR: 1. Ben Hale (Yam); 2. Dwayne Patterson (Hon); 3. Chance O'niel (Hon); 4. Jerid Catlett (Suz); 5. Shane Johnson (Hon).

125 INT: 1. Chris Church (Yam); 2. Dan Johnson (Suz); 3. Adrian Carmichael (Suz); 4. Scott Mitchell (Yam); 5. Ryan Miskell (Hon).

125 SCHBY: 1. Chance O'Neil (Hon); 2. Zack Briggs (Hon); 3. Josh Bailey (Hon); 4. Robbie Campell (Hon); 5. Jerad Bowman (Yam).

250 BEG: 1. Chris Delaire (Hon); 2. Scott Miller (Hon); 3. Chris Lemaatie (Suz); 4. Ryan Westmoreland (Suz); 5. Carl Murano (Yam).

250 JR: 1. Mike Swisher (Yam); 2. Mark Walsh (Kaw); 3. Blair Stanin (Suz); 4. Nathan Evans (Yam); 5. Jason McGovern (Yam).

250 INT: 1. Bryon Kline (Hon); 2. Brett Battin (Suz); 3. Aaron Davis (Kaw).

250 PRO: 1. Mark Koehn (Suz).

OPEN BEG: 1. Brian Smith (Hon); 2. Michael McCormick (Hon).

OPEN JR: 1. Peter Treadwell (Kaw); 2. Rod Cook (Hon); 3. Tom Balut (Hon); 4. Jon Marshall (Hon).

WMN BEG: 1. Lisa Crater (Hon); 2. Jennifer Jordan (Suz); 3. Danielle Hale (Kaw); 4. Kimberlie Urquhart (Hon).

WMN JR: 1. Carol Williams (Yam).

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BTH BEG: 1. Ronald Marshall (Hon); 2. Jake Huke; 3. Jayme Barnes (Hon); 4. Matt Castro (Suz).

BTH JR: 1. Chris Church (Yam); 2. Dwayne Patterson (Hon); 3. Ryan Miskell (Hon); 4. Shae Hanson (Yam); 5. Jon Huber (Suz).

UTH BEG: 1. Mike Hambert (Yam); 2. Doug Pittman (KTM); 3. Aaron Salo (Suz); 4. Shorty Rollins (Hon); 5. Carl Murano (Yam).

UTH JR: 1. Scott Mitchell (Yam); 2. Aaron Swatze (Hon).

VET BEG: 1. Doug Pittman (KTM); 2. Chris Delaire (Hon); 3. Chris Berger (Suz); 4. Aaron Salo (Suz); 5. Robert Cory (Suz).

VET JR: 1. Pat White (Kaw); 2. Michael Procunier (Hon); 3. Bill Baujan (Yam); 4. Andy Penter (Yam).

VET INT: 1. Tom Balut (Hon); 2. Rod Cook (Hon); 3. Brent Battin (Suz); 4. Peter Treadwell (Kaw); 5. Mark Ennis (Hon).

OT BEG: 1. Jeff Kissinger (KTM); 2. Bob Ziggier (Kaw).

OT MSTR: 1. Mark Ennis (Hon); 2. Vern Huber (Suz).

Faria shows em at Bakersfield Speedway

By Elaine Jones

BAKERSFIELD, CA, APR. 5

"Flyin'" Mike Faria, who has opted to stay in the United States this season rather than return to England, served notice that he will be a force to be reckoned with as he won the Bakersfield Speedway Classic at Bakersfield Speedway in convincing style.

The 1/3-mile, banked oval was beautifully prepped, but it took no time at all in the very crisp, cold night air before the track was a hard-packed, wide blue groove. Lots of rubber was left in Bakersfield.

The race featured an all-scratch format with three rounds of heat racing. Riders earned points by finishing position.

The first heat of the night matched the reigning National and California State Champion, Steve Lucero, against Steve Furman, Andy Northrup, Rick Pearce and Kon Baur. It was probably the easiest win of the night for Lucero as he cut a great gate and led from start to finish. Pearce, who won the Handicap Main at the Costa Mesa Spring Classic proved it was no fluke as he posted a solid second with Baur third and Northrup fourth.

John Aden used a laydown Jawa motor and continued his winning ways on the big track as he topped Greg Ayers, Brad Oxley and Richard Jones to post the second heat victory. Faria, more at home on the big track than most, wowed the 2500-plus spectators as he won the third heat, popping wheelies down the straightaways. Ronnie Kemp was there for second with Gary Ackroyd third and Mike Reed fourth.

It was a tough field in the fourth heat, but Bobby Schwartz, the master of the gate, came up with a great start and, after a hard fought battle with Shawn McConnell, picked up his four points. Randy DiFrancisco was third with Jesse Finch fourth.

Lucero came back in the second round to again post the win over McConnell, Furman and John DeFries. Northup came alive and put four points in his coffer as he outran Ayers, Finch and Oxley. Faria, with his very strong motor, outran Aden, Eddie Castro and Baur to go two for two. Schwartz was letting no grass grow under his feet as he, too, collected his second win, topping Pearce, DiFrancisco and Ackroyd.

The final round again had Lucero leading the way and this time Furman, Ackroyd and Baur got to follow him home. McConnell was well on his way to winning the second heat when he snapped a master link and had to watch as Finch took the win followed by Oxley and Jones. McConnell's bad luck seems to continue in Bakersfield, as last time he lost a motor on the last turn of the last lap about 10 yards from the finish. Faria was on track for his main-event start as, like Lucero, he pulled off the hat trick. Pearce, Northrup and Ayers rounded out the field. Schwartz wasn't going to be denied his grand slam as he showed Aden, Castro and DiFrancisco how it's done.

The main event field was set. Schwartz drew the pole with Lucero next to him in gate two. Pearce was in the center in three with Aden in four and Faria against the wall in five. On the first attempt at a start, veteran Faria snookered Aden into the tapes and Aden was out. On the second try, Faria read the gate perfectly and had over a bike length's jump on the rest of the field. That was all he needed, and with the strong Russell Racing motor, nobody could touch him. It was a much closer battle for second between Schwartz and Lucero, with Lucero trying to slip under Schwartz in the corners only to have the door closed. It was a drag race for the finish line with the nod going to Schwartz. Pearce tailed the rest of the field in fourth.

Bakersfield resident Bryan Thompson won the Support main over Dave Worthen and Paul Binnquist. CN

Results

SCR: 1. Mike Faria (GM); 2. Bobby Schwartz (GM); 3. Steve Lucero (Jaw); 4. Rick Pearce (Jaw); 5. John Aden (Jaw).

SUP: 1. Bryan Thompson (Jaw); 2. Dave Worthen (Jaw); 3. Paul Binnquist (Wes).

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CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. **Calendar listings cannot be accepted over the phone**; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

World Championship Road Race Series
4/20 Suzuka, Japan, Rnd 2
5/4 Jerez de la Frontera, Spain, Rnd 3
5/18 Mugello, Italy, Rnd 4
6/1 A1-Ring, Austria, Rnd 5
6/8 Paul Ricard, France, Rnd 6
6/28 Assen, Holland, Rnd 7
7/6 Imola, Italy, Rnd 8
7/20 Nurburgring, Germany, Rnd 9
8/3 Rio de Janeiro, Brazil, Rnd 10
8/17 Donington Park, England, Rnd 11
8/31 Brno, Czech Republic, Rnd 12
9/14 Catalunya, Spain, Rnd 13
9/28 Sentul, Indonesia, Rnd 14
10/5 Phillip Island, Australia, Rnd 15

World Superbike Championship Series
4/20 Misano, Italy, Rnd 2
5/4 Donington Park, England, Rnd 3
6/8 Hockenheim, Germany, Rnd 4
6/22 Monza, Italy, Rnd 5
7/13 Monterey, California, Rnd 6
8/3 Brands Hatch, England, Rnd 7
8/17 A1-Ring, Austria, Rnd 8
8/31 Assen, Holland, Rnd 9
9/21 Albacete, Spain, Rnd 10
10/5 Sugo, Japan, Rnd 11
10/12 Sentul, Indonesia, Rnd 12

World Supersport Championship
4/20 Misano, Italy, Rnd 1
5/4 Donington, England, Rnd 2
6/8 Hockenheim, Germany, Rnd 3
7/22 Monza, Italy, Rnd 4
8/3 Brands Hatch, England, Rnd 5
8/17 Osterreichring, Austria, Rnd 6
8/31 Assen, Holland, Rnd 7
9/7 Oschersleben, Germany, Rnd 8
9/21 Albacete, Spain, Rnd 9
10/5 Sugo, Japan, Rnd 10
10/12 Sentul, Indonesia, Rnd 11

World Endurance Road Race Series
7/12-13 Spa, Belgium, Rnd 2
7/27 Suzuka, Japan, Rnd 3
9/20-21 Bol d'Or, France, Rnd 4

World Championship Trials Series
5/18 Bilstain, Belgium, Rnd 3
5/25 Borgo Maggiore, San Marino/Italy, Rnd 4
6/15 Bienno, Italy, Rnd 5
6/22 La Bresse, France, Rnd 6
7/13 La Rabassa, Andorra, Rnd 7
7/27 Donner, CA, United States, Rnd 8
8/31 Nepomuk, Czech Republic, Rnd 9
9/7 Thalheim, Germany, Rnd 10

Motocross des Nations
9/14 Nismes, Belgium

Trials des Nations
9/27 Isle of Man, England

Enduro World Championship Series
5/10-11 Semily, Czech Republic, Rnd 3
5/17-18 Puy-en-Velay, France, Rnd 4
6/7-8 Belo Horizonte, Brazil, Rnd 5
6/13-14 Belo Horizonte, Brazil, Rnd 6
7/19-20 Hassleholm, Sweden, Rnd 7
7/26-27 Riihimaki, Finland, Rnd 8

International Six-Day Enduro/ISDE
8/19-24 Brescia, Italy

World Championship 500cc Motocross Series
4/20 Sittendorf, Austria, Rnd 3
4/27 Payerne, Switzerland, Rnd 4
6/1 Jinin, Czech Republic, Rnd 5
6/8 Halle, Netherlands, Rnd 6
6/29 Udevalla, Sweden, Rnd 7
7/6 Farleigh C., England, Rnd 8
7/20 Laguepie, France, Rnd 9
8/3 Namur, Belgium, Rnd 10
8/10 Bockholtz, Luxembourg, Rnd 11
8/24 Holzgerlingen, Germany, Rnd 12

World Championship 250cc Motocross Series
4/20 Cingoli, Italy, Rnd 4
5/4 Brou, France, Rnd 5
5/11 Loket, Czech Republic, Rnd 6
5/25 Foxhill, England, Rnd 7
6/8 Borgo Mag, Italy, Rnd 8
6/22 Kester, Belgium, Rnd 9
7/6 Belo Horizonte, Brazil, Rnd 10
7/13 Maracay, Venezuela, Rnd 11
8/3 Jogyakarta, Indonesia, Rnd 12
8/17 Gdynia, Poland, Rnd 13
8/31 Roggenburg, Switzerland, Rnd 14
9/7 Gaildorf, Germany, Rnd 15

World Championship 125cc Motocross Series
4/20 Bellpuig, Spain, Rnd 3
5/4 Schwanenstadt, Austria, Rnd 4
5/11 Maggiora, Italy, Rnd 5
5/25 Foxhill, England, Rnd 6
6/1 Orehova Vas, Slovenia, Rnd 7
6/22 Gerstetten, Germany, Rnd 8
7/13 Vantaa, Finland, Rnd 9
8/10 Velke Uherce, Slovakia, Rnd 10
8/17 Neeroeteren, Belgium, Rnd 11
8/31 Lierop, Netherlands, Rnd 12

FIM World Supercross Championship
11/2 Barcelona, Spain, Rnd 1
11/7-9 Paris, France, Rnd 2,3,4
11/23 Tokyo, Japan, Rnd 5
11/30 Osaka, Japan, Rnd 6
12/5-6 Geneva, Switzerland, Rnd 7,8

World Championship Speedway Qualifier Series
5/4 Ljubljana, Slovenia
5/4 Terenzano, Italy
5/4 Czestochowa, Poland
5/19 Abensberg, Germany
6/7 Hyvinkaa, Finland
6/8 Pocking, Germany
6/8 St. Johann, Austria
7/27 Lonigo, Italy
7/27 Vastevik, Sweden
10/5 Wiener-Neustade, Austria

World Championship Individual Speedway Grand Prix Series
5/17 Prague, Czech Republic, Rnd 1
6/14 Linkoping, Sweden, Rnd 2
7/5 Landshut, Germany, Rnd 3
8/9 Coventry, England, Rnd 4
8/30 Wroclaw, Poland, Rnd 5
9/20 Vojens, Denmark, Rnd 6

World Championship Team Speedway
6/21 Krsko, Slovenia
8/24 Debrecen, Hungary
9/14 Pila, Poland

AMA Superbike National Championship
4/18-20 Monterey, CA, Rnd 3
6/6-8 Elkhart Lake, WI, Rnd 4
6/13-15 Loudon, NH, Rnd 5
6/27-29 Brainerd, MN, Rnd 6
7/18-20 Lexington, OH, Rnd 7
8/15-17 Colorado Springs, CO, Rnd 8
8/29-31 Sonoma, CA, Rnd 9
10/3-5 Las Vegas, NV, Rnd 10

AMA Supercross Series
4/19 Charlotte, NC, Rnd 13
4/26 Dallas, TX, Rnd 14
5/17 Las Vegas, NV, Rnd 15

AMA National Motocross Series
5/4 Sacramento, CA, Rnd 2
5/11 San Bernardino, CA, Rnd 3
5/25 Mount Morris, PA, Rnd 4
6/15 Budds Creek, MD, Rnd 5
6/22 Southwick, MA, Rnd 6
7/6 Buchanan, MI, Rnd 7
7/20 New Berlin, NY, Rnd 8
7/27 Troy, OH, Rnd 9
8/3 Millville, MN, Rnd 10
8/17 Washougal, WA, Rnd 11
8/24 Binghamton, NY, Rnd 12
8/31 Delmont, PA, Rnd 13

AMA Grand National Championship Series
5/3 Mineral Wells, WV, Rnd 2
5/17 Harrington, DE, Rnd 3
5/25 Springfield, IL, Rnd 4
5/31 LaSalle, IL, Rnd 5
6/14 Terre Haute, IN, Rnd 6
6/21 Sedalia, MO, Rnd 7
6/28 Lima, OH, Rnd 8
7/5 Lake Odessa, MI, Rnd 9
7/13 DuQuoin, IL, Rnd 10
7/19 Oklahoma City, OK, Rnd 11
7/26 Rossburg, OH, Rnd 12
8/3 Peoria, IL, Rnd 13
8/6 Rapid City, SD, Rnd 14
8/9 East Moline, IL, Rnd 15
8/16 Indianapolis, IN, Rnd 16
8/23 Hagerstown, MD, Rnd 17
8/31 Springfield, IL, Rnd 18
9/7 Syracuse, NY, Rnd 19
9/13 Shakopee, MN, Rnd 20
9/20 TBA, Rnd 21
9/27 Sacramento, CA, Rnd 22
10/4 Las Vegas, NV, Rnd 23
10/12 Del Mar, CA, Rnd 24

AMA National Championship Enduro Series
4/20 Shelton, WA, Rnd 4
5/4 Wellston, OH, Rnd 5
6/29 Akeley, MN, Rnd 6
7/13 Drummond Island, MI, Rnd 7
7/20 Rand, CO, Rnd 8
10/26 Delaware City, DE, Rnd 9

AMA National Reliability Enduro Series
Eastern Region
5/17-18 New Waverly, TX, Rnd 2
5/24 McArthur, OH, Rnd 3

Western Region
4/26-27 Lakeport, CA, Rnd 1
5/31-6/1 Idaho City, ID, Rnd 2
6/7-8 Tillamook, OR, Rnd 3
6/21-22 Yamhill, OR, Final

AMA National Championship Hare & Hound Series
9/21 Yerington, NV, Rnd 4
10/12 Oreanna, ID, Rnd 5
10/26 Lucerne Valley, CA, Rnd 6
11/1 Wells, NV, Rnd 7
Info 614/891-2425

AMA National Championship Hare Scrambles Series
7/27 Kahoka, MO, Rnd 5
9/7 Millfield, OH, Rnd 6
9/28 Henryetta, OK, Rnd 7
10/12 Lynnville, IN, Rnd 8

AMA Grand National Cross Country Series
4/20 Clarksburg, WV, Rnd 5
5/11 Brownsville, PA, Rnd 6
6/1 Boyers, PA, Rnd 7
6/15 Elizabeth, WV, Rnd 8
9/7 Millfield, OH, Rnd 9
9/21 Mount Morris, PA, Rnd 10
10/5 Crawfordsville, IN, Rnd 11
10/19 Lisbon, OH, Rnd 12
10/26 Alton, VA, Rnd 13
Info 304/284-0084

AMA/Maxima Western National Four Stroke MX Series
4/27 San Bernardino, CA
5/4 Sacramento, CA
5/11 San Bernardino, CA
6/1 Albany, OR
7/6 Grand Junction, CO
7/20 Boise, ID
8/17 Washougal, WA
* Denotes those races run in conjunction with 125 & 250cc AMA Nationals
Info 916/365-1979 or 503/654-6340

AMA National Championship Hillclimb Series
5/18 Middlebury, IN, Rnd 1
6/1 Jefferson, PA, Rnd 2
6/8 Steel City, PA, Rnd 3
6/15 Avoca, NY, Rnd 4
7/20 Marquette, MI, Rnd 5
8/3 Jefferson, PA, Rnd 6
8/17 Dansville, NY, Rnd 7
8/30 Haydenville, OH, Rnd 8
9/14 Steel City, PA, Rnd 9
9/21 Middlebury, IN, Rnd 10
9/28 Jefferson, PA, Rnd 11
10/12 Oregonia, OH, Rnd 12

AMA/District 34/MSC Championship Motocross Series
5/16 Modena, NY
5/23 Walden, NY
4/6 Walden, NY
4/13 Modena, NY
4/19 Walden, NY
4/20 Modena, NY
4/27 Claverack, NY
5/4 Modena, NY
5/11 Walden, NY
5/18 Claverack, NY
5/25 Monticello, NY
6/1 Modena, NY
6/8 Modena, NY
6/15 Monticello, NY
6/22 Walden, NY
6/29 Modena, NY
7/6 Monticello, NY
7/13 Modena, NY
7/27 Walden, NY
8/3 Claverack, NY
8/10 Monticello, NY
8/17 Walden, NY
8/31 Modena, NY
9/7 Modena, NY
9/14 Claverack, NY
9/21 Modena, NY
9/28 Walden, NY
10/5 Modena, NY
10/12 Modena, NY
10/19 Walden, NY
10/26 Modena, NY
11/2 Modena, NY
11/9 Walden, NY
Info 518/828-6149

AMA/U.S. Eastern Pro-Am Motocross Spring Series
4/27 Sanford, NC
5/4 Reidsville, NC
5/18 Danville, VA
5/25 Elizabeth City, NC
6/1 Dillwyn, VA
6/1 Dillwyn, VA
Info 804/724-4392

AMA Pacific Northwest Motocross Championship
7/5 Woushougal, WA, Rnd 1
7/6 Mount View, WA, Rnd 2

WHITE BROTHERS PRESENTS
WHITE BROTHERS
The World 4-Stroke MX Championships
Sun. April 27 Glen Helen Park San Bernardino CA
PRESENTED BY
SUPERTRAPP • NOLEEN Racing • MIKUNI CARBURETORS AND COMPONENTS
FMF SO. CALIF. • K&N HIGH-FLOW AIR FILTERS • IMS PRODUCTS • KTM SPORTMOTORCYCLES BUILT FOR CHAMPIONS
Four-Stroke World Championship MX • Only 4-Strokes Race
Maxima-*AMA* Western National Four-Stroke MX Series
Vintage Bike Show • Classes for All Riders • No Membership

EVENT INFORMATION
Saturday April 26: 4-Stroke Practice 8AM to Noon - Overnight Camping
Sunday Gates Open 6 AM - Practice 8 AM - Race 9:15 AM
Sportsmen $30/class - Pro $85 • Min. 6 riders/class: Nov, Int, Pro, Vet
Classes: Dual Sport; Mini to 150; 300; 450; Open, Vintage, Open Pro
Great Awards • $4500 Pro Purse (AMA Membership Req'd in Open Pro)

Co-Sponsors: WEB-CAM Performance Camshafts • Barnett • DIRT SQUIRT PRODUCTS • MOTUL Synthetic Lubricants

Championship Four Stroke Track Challenging and Fun!
3rd Annual White Brothers Vintage Dirt Bike Show
Celebrity Judges • Beautiful Plaques • Grass Area
CLASSES: 4-Stroke OffRoad/Race • 2-Stroke OffRoad/Race
Sponsored by White Brothers
KTM • CCM • ATK • HUSABERG
HONDA • KAWASAKI • SUZUKI
Glen Helen Park is located just North of San Bernardino.
Take Palm/Kendall Offramp on Interstate 215 and go West.
Gate Fee $10 Adults • Under 12 Free • Gates Close 10PM
Official Hotel: Ramada Inn • 909-887-3001 • Ask for Glen Helen Rate
Rooms also available at Motel 6 • 909-887-8191

Co-Sponsors: R/D VALVE SPRINGS • WISECO PERFORMANCE PISTONS • SPROCKET SPECIALISTS • Motion Pro

Co-Sponsors: Progressive Suspension USA • VP Racing Fuels • WHITE • Z Racing • Twin Air • RACE TECH • Malcolm Smith Motorsports Racing • Southland Cycle Suzuki • DG • APPLIED Racing

Contingency Prizes from: PowerBar • WP • O'Neal • PPS • Pro Honda • TRICK • Renthal Handlebars • FINELINE MOTOSPORTS • Sunoco Race Fuels • Troy Lee Designs • ACERBIS • Guts Grip • CEET • AME • SCOTT • Maier USA

SPEEDWAY RACING
Every Saturday Night
Orange County Fairgrounds
Costa Mesa, California
Info: (714) 492-9933

Sat., April 19	(Speedway/Sidecars/Midgets)
Sat., April 26	Orange County Harley Blow-Out!! (Speedway/Sidecars/Harley Races)
Sat., May 3	25 Lap Classic C'ship Speedway and Pro Am 600's

"Tell them you read about it in Cycle News"

KTMXA
1997 Race Schedule
Kentucky Tennessee MX Association

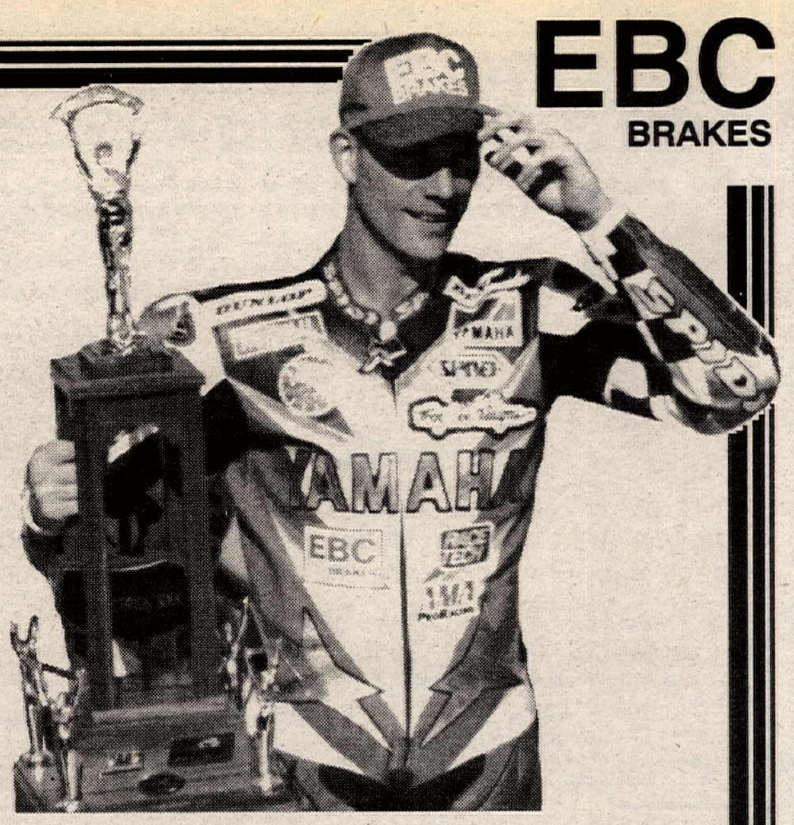
Sat., April 26	Lyon Cty Fairgrounds - Eddyville, KY
Sun., April 27*	Apex Valley - White Plains, NY
Sat. & Sun. May 3 & 4	Apex Valley - AMA Area Qualifier White Plains, NY
Sun., May 4	T-N-T Motocross Park - Milan, TN
Fri., May 9	Lyon Cty Fairgrounds - Eddyville, KY

* points event
Info: 901-642-0511

GLEN HELEN RACEWAY PARK SAN BERNARDINO, CA
CHECK DATES AND TIMES FOR APRIL MX PRACTICE
CALL 24 HOURS FOR RACE & PRACTICE INFO: (909) 880-3090
http://www.ccweb.com/glenhelen

Thurs., April 17	MX Practice 8:00am till Dusk
Sat., April 19	Sand Drag Racing - No MX Practice
Sun., April 20	Park Closed for Track Change
Thurs., April 24	MX Practice 8:00am till Dusk

WHITE BROTHERS 4-STROKE NATIONAL APRIL 27th
AMA AMATEUR DAYS MAY 9th & 10th



EBC
BRAKES

EBC Brakes Would Like to Congratulate

"Mr. Daytona" Scott Russell 4 Time Daytona 200 Winner

If you want the best in brakes ask for EBC Brakes "Double H" Sintered or Kevlar "Green Stuff" at your dealer today!
EBC Tech Line 206 486-1244

GFI RACING
GFI (909) 653-4042

GFI Proudly presents the :
Memorial Day MX Races & Team Race Mon., May 26th - Perris Raceway
"GFI AT NIGHT" - GT Bicycle Motocross Series
Saturday Nights Warm-up: June 7th Perris Raceway*
GFI YOUTH WORLD NATIONALS July 5th - Motocross* July 6th - Supercross*
*Yamaha & Kawasaki Contingency
Perris Raceway - Pre Enter Today!
Wed. Practice Opens May 7th - 3pm-8pm - Perris / Sat. Practice through May 31st - 8am-1pm-Perris

DISTRICT 37 AMA COMPETITION

D-37 Referee
Gary Garland
(619) 956-2913

Or For Race Info Only (310) 376-1329

On all off-road events, green stickers & spark arrestors are required. No three wheel ATV's allowed - quad cycles okay. A.M.A. full membership is required. Presence of a parent or legal guardian is required for minors to race.

Competition Schedule

Date	Club	Event
April 20	Chaparrals' "Coyote Derby" @ Teagle Wash, Red Mountain Info: Bill 714-528-3007	Enduro
April 27	Vikings "Virgin Voyage" @ Camp Rock Road., Lucerne Valley Info: Karl 619-361-7414	Hare & Hound
May 3-4	Shamrocks M.C. @ L.A. County Raceway, Palmdale Info: Ron 818-767-4594	Grand Prix
May 10-11	Badgers M.C. @ Hwy 395, North of Red Mountain Info: Tom 818-894-1452	Dual European Scrambles

Dual Sport Schedule Info (818) 249-2141 (3,1)

Date	Club	Event
May 3-4	Cal. Trail Rides "Frazier Mtn." @ Smokey Bear Rd., Gorman Info: Larry 714-992-9291	Dual Sport
May 17-18	Countdown "China Lake 300" @ Motel 6, Ridgecrest Info: Jerry 818-348-8381	Dual Sport

Dual Sport web site: www.motorsports-network.com

CALIFORNIA TRAIL RIDES presents the
DISTRICT 37 AMA DUAL SPORT

FRAZIER MTN. 100 & MOONLITE MADNESS
May 3/4, 1997
(pre- entry closes April 29)

Saturday: 1-5pm Test rides on Husabergs, KTMs, CCMs courtesy Wilson's Motorcycles. 5-7 pm BBQ sponsored by White Bros., Progressive Suspension and Wilson's Motorcycles; 7-8:30pm sign up and start of fun night loop (Moonlite Madness) through Hungry Valley.

Sunday: 7-9am start 100+ miles of dual sport fun in Hungry Valley SVRA and Los Padres Nat'l. Forest. Easy/Hard ways for the novice/expert riders.

Start/Finish
in Quail Canyon area of Hungry Valley SVRA

Overnight Camping in Quail Canyon

Ride Fees : $30
(Includes D-37 surcharge, Hungry Valley SVRA camping fees & USFS fees)
Passengers ride FREE (must sign entry form & waivers)
Post Entries add $5

Directions: Take I-5 N. to Smokey Bear Rd. Exit (south of Hwy. 138 and Gorman). Then go under freeway, turn N. on frontage road to Quail Canyon entrance. Then left into camping area, follow signs.Do not take Gorman exit to Hungry Valley SVRA main entrance.

STREET LEGAL DUAL SPORT BIKES ONLY!
SPARK ARRESTORS MANDATORY
INFO (714) 992-9291

CALIFORNIA TRAIL RIDES
2341 W. Carol Drive, Fullerton, CA 92833

CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. **Calendar listings cannot be accepted over the phone**; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

7/20 Clarks Branch, WA, Rnd 3
7/27 Ward Creek, WA, Rnd 4
8/3 Washougal, WA, Rnd 5
Info 541/673-1671

AMA/Grand Championship Pro-Am Series
7/6 Reidsville, NC
7/13 Dillwyn, VA
7/20 Reidsville, NC
7/26 Danville, VA
7/27 Danville, VA
8/10 East Bend, NC
8/24 Danville, VA
9/20 Danville, VA
Info 804/724-4392

AMA/U.S. Eastern Pro-Am Motocross Fall Series
9/7 Dillwyn, VA
9/14 Elizabeth City, NC
9/20 Danville, VA
10/5 Dillwyn, VA
10/12 Elizabeth City, NC
10/19 Danville, VA
11/2 Dillwyn, VA
11/16 Danville, VA
Info 804/724-4392

AMA/Best of Georgia Championship Motocross Series
4/20 Roberta, GA
5/25 Dalton, GA
9/7 Macon, GA
9/2 Breman, GA
9/28 Roberta, GA
10/5 Dalton, GA
10/12 Macon, GA
Info 912/788-0413

AMA/Prostar Drag Racing Series
4/25-27 Commerce, GA, Rnd 2
6/21-22 Petersburg, VA, Rnd 3
8/15-17 Indianapolis, IN Rnd 4
9/5-7 Atco, NJ,Rnd 5
10/4-5 Columbus, OH, 6
11/13-16 Gainesville, FL, Rnd 7

IDBA Motorcycle Nationals
5/3-4 Oklahoma City, OK, Rnd 1
6/14-15 Norwalk, OH, Rnd 2
7/19-20 Columbus, OH, Rnd 3
8/9-10 Morocco, IN, Rnd 4
9/27-28 Greensboro, NC, Rnd 5
10/18-19 Memphis, TN, Rnd 6

AMA North Eastern Cross Country Series
5/11 Jennerstown, PA
5/25 TBA
6/8 Lowville, NY
7/6 Moravia, NY
7/13 S. Edmonsten, NY
8/3 Lowville, NY
8/31 Little Genesee, NY
9/7 Millfield, OH
9/21 TBA
10/12 S. Edmonsten, NY
11/2 Palmyra, NY
Info 800/335-3833

AMA Virginia Flat Track State Championship Series
5/18 Danville, VA
6/14 Danville, VA
7/26 Danville, VA
8/23 Danville, VA
10/19 Danville, VA
11/16 Danville, VA
Info 804/836-0710 or 804/724-4392

AMA Hot Shoe Championship Series
6/7 Dayton, OH
6/8 Peoria, IL
6/15 Indianapolis, IN
6/20 W. Plains, MO
6/22 Decatur, IL
6/27 Orrville, OH
7/4 Frederick, MD
7/26 Spokane, WA
8/2 Peoria, IL
8/22 Greenville, OH
8/30 Springfield, IL
9/5 Castle Rock, WA
9/6 Castle Rock, WA
Info 614/891-2425

AMA/District 36 Enduro Series
4/20 Navarro, CA
4/26 Cow Mountain, CA
5/3 Georgetown, CA
5/17 Foresthill, CA
5/17 Foresthill, CA
5/25 Eureka, CA
6/1 Omo Ranch, CA
6/8 Long Barn, CA
8/19 Stonyford, CA
8/26 Elkins Flat, CA
9/28 Hollister, CA
10/19 Stonyford, CA
10/26 Elkins Flat, CA
11/1 Upper Lake, CA
11/9 Stonyford, CA
11/16 Ballinger Canyon, CA
11/23 Stonyford, CA
11/29 Foresthill, CA
Info 408/281-3805

AMA Missouri Hare Scrambles Championship
4/20 Cole Camp, MO
4/27 Alton, MO
5/25 Canton, MO
6/8 Collins, MO
6/22 Steeleville, MO
6/29 Park Hills, MO
7/13 Tebbetts, MO
7/27 Kahoka, MO
8/3 Lebanon, MO
8/17 Knob Noster, MO
9/7 Smithville, MO
9/14 Festus, MO
10/5 Park Hills, MO
Info 417/537-8406

AMA Amateur/Youth National Dirt Track Championship
7/8 Indianapolis, IN
7/9 Indianapolis, IN
7/11 Indianapolis, IN
7/12 Indianapolis, IN
Info 219/486-7172

AMA/District 36 Amateur/Youth Dirt Track Championship Series
4/19 Lodi, CA, Rnd 7,8
4/27 Lodi, CA,Rnd 9
5/3 Lodi, CA, Rnd 10,11
5/10 Newman, CA, Rnd 12
5/17 Newman, CA, Rnd 13
5/31 Newman, CA, Rnd 14
6/7 Newman, CA, Rnd 15
6/14 Lodi, CA, Rnd 16,17
6/21 Lodi, CA, Rnd 18,19
6/28 Lodi, CA, Rnd 20,21
7/5 Lodi, CA, Rnd 22,23
7/12 Lodi, CA, Rnd 24,25
7/19 Lodi, CA, Rnd 26,27
7/26 Lodi, CA, Rnd 28,29
8/2 Newman, CA, Rnd 30
8/9 Newman, CA, Rnd 31
8/16 Lodi, CA, Rnd 32,33
8/23 Lodi, CA, Rnd 34,35
9/13 Lodi, CA, Rnd 36,37
9/20 Lodi, CA, Rnd 38,39
10/4 Lodi, CA, Rnd 40,41
10/11 Lodi, CA, Rnd 42,43
10/18 Lodi, CA, Rnd 44
10/19 Lodi, CA, Rnd 45
Info Lodi 209/368-7182/Newman 209/463-6224

AMA/District 36 Vintage Dirt Track Championship Series
4/19 Lodi, CA, Rnd 7,8
4/27 Lodi, CA, Rnd 9
5/3 Lodi, CA, Rnd 10,11
5/10 Newman, CA, Rnd 12
5/17 Newman, CA, Rnd 13
5/31 Newman, CA, Rnd 14
6/7 Newman, CA, Rnd 15
6/14 Lodi, CA, Rnd 16,17
6/21 Lodi, CA, Rnd 18,19
6/28 Lodi, CA, Rnd 20,21
7/5 Lodi, CA, Rnd 22,23
7/12 Lodi, CA, Rnd 24,25
7/19 Lodi, CA, Rnd 26,27
8/2 Newman, CA, Rnd 30
8/9 Newman, CA, Rnd 31
8/16 Lodi, CA, Rnd 32,33
8/23 Lodi, CA, Rnd 34,35
9/13 Lodi, CA, Rnd 36,37
9/20 Lodi, CA, Rnd 38,39
10/4 Lodi, CA, Rnd 40,41
10/11 Lodi, CA, Rnd 42,43
10/18 Lodi, CA, Rnd 44
10/19 Lodi, CA, Rnd 45
Info Lodi 209/368-7182/Newman 209/463-6224

AMA National Dual Sport Trail Ride Series
4/19-20 New Waverly, TX
5/3-4 Hurricane Mills, TN
5/17-18 Millfield, OH
5/31-6/1 Mill Hall, PA
6/7-8 St. Charles, MO
6/7-8 Lake Isabella, CA
6/7-8 Loudon, NH
6/21-22 Renfro Valley, KY
7/6-11 Redding, CA
7/12-13 Brightwood, OR
7/19-20 Davis, WV to VA
7/27-8/1 Newberry, MI
8/23-24 Columbus, IN
9/6-7 Golden Pond, KY
9/10-13 Steamboat Springs, CO
9/13-14 Elizabeth, WV
9/27-28 Phoenix, AZ
10/4-5 St. George, UT
10/4-5 Mount Solon, VA
10/11-12 Angels Camp, Ca
10/18-19 McArthur, OH
11/28-29 Los Angeles, CA

AMA/District 36 Cross Country Series
4/26 Lakeport, CA, Rnd 11
5/10-11 Virginia City, NV, Rnd 12
5/17 Foresthill, CA, Rnd 13
9/21 Yerington, NV, Rnd 14
10/5 TBA, Rnd 15
11/2 Prairie City, CA, Rnd 16
11/16 Wilseyville, CA, Rnd 17
11/29 TBA, Rnd 18
Info 408/294-3438

AMA/District 37 Dual Sport Ride Series
5/3-4 Gorman, CA
5/17-18 Ridgecrest, CA
6/7-8 Lake Isabella, CA*
6/22 Angeles NF, CA
7/6-11 Redding, CA*
7/12-13 Sequoia NF, CA
7/26-27 Mammoth Lakes, CA
8/9-10 Big Bear Lake, CA
8/23-24 Bass Lake, CA
9/14 Kernville, CA
9/20-21 Bishop, CA
9/28 Big Bear Lake, CA
10/4-5 Bishop, CA
10/12 Victorville, CA
10/19-25 Ridgecrest, CA
11/1-2 Death Valley, CA
11/8-9 State Line, NV
11/16 Riverside, CA
11/28-29 LA-Barstow-Las Vegas*
12/28 Mojave, CA
*National Trail Ride Series Event
Info 818/249-2141 (3,1)

AMA/District 37 Big 6 Grand Prix Series
5/3-4 TBA, Rnd 4
10/4-5 TBA, Rnd 5
11/1-2 Gorman, CA, Rnd 6
Info 909/678-0419

AMA U.S. Mega Series
4/20 Society Hill, SC
4/27 Blountville, TN
5/4 Wytheville, VA
6/8 Blountville, TN
7/6 London, KY
7/12-13 Blountville, TN
7/20 Wytheville, VA
9/7 Blountville, TN
9/21 Forest City, NC
9/28 Blountville, TN
10/4-5 London, KY
10/18-19 Blountville, TN
Info 423/323-5497

AMA Tecnosel Carolina Ultra Series
5/18 Columbus, NC
5/25 Forest City, NC
6/1 Lincolnton, NC
8/31 Lincolnton, NC
9/14 Chesterfield, SC
10/12 Columbus, NC
11/1-2 Society Hill, SC
Info 423/323-5497

AMA/UMTA Trials Series
4/27 Faribault, MN
5/18 Thielman, MN
6/7-8 Thielman, MN
7/5-6 Duluth, MN
7/19-20 Hixton, WI
8/2-3 Thielman, MN
8/16-17 Duluth, MN
9/14 Faribault, MN
9/28 Faribault, MN
10/12 Thielman, MN
10/19 Faribault, MN
Info 612/481-0924 or 507/451-1321

AMA/District 10 Hare Scrambles Series
4/27 Owenton, KY
8/3 Owenton, KY
9/14 Bedford, KY
10/19 Madisonville, KY
Info 606/472-3442 or 502/821-7421

AMA/NATC National Championship Trials Series
4/19 Boulevard, CA
5/17 West Greenwich, RI
5/18 West Greenwich, RI
5/24 Owego, NY
5/26 Twinsburg, OH
8/23 Canon City, CO
8/24 Taos Ski Valley, NM

Evolution of Motocross Series
Western Region
5/3 Sacramento, CA
5/10 San Bernardino, CA
5/31 Albany, OR
7/5 Grand Junction, CO
7/20 Boise, ID
8/16 Washougal, WA
Eastern Region
TBA Muddy Creek, TN
6/7 Delmont, PA
7/5 Binghamton, NY
8/31 Raceway Park, NJ

9/27 Hurricane Hills, PA
10/19 Red Bud, MI
Info 209/252-9053

AHRMA/Progressive Suspension Historic Cup Roadrace Series
4/26-27 Rosamond, CA, Rnd 3-4
5/3-4 Summit Point, WV, Rnd 5-6
5/31-6/1 Elkhart Lake, WI, Rnd 7-8
6/14-15 Grattan, MI, Rnd 9-10
7/12-13 Lexington, OH, Rnd 11-12
8/23-24 Sonoma, CA, Rnd 13-14
9/13 Steamboat Springs, CO, Rnd 15
10/4-5 Talladega, AL, Rnd 16-17
11/15-16 Faulkville, GA, Rnd 18-19
Info 715/842-9699

North American Sport Bike Series
5/30-6/1 Mosport, Canada, Rnd 3
6/20-22 Braselton, GA, Rnd 4
7/18-20 Portland, OR, Rnd 5
8/1-3 Elkhart Lake, WI, Rnd 6
8/29-31 Long Pond, PA, Rnd 7
10/3-6 Loudon, NH, Rnd 8
10/29-11/2 Daytona Beach, FL, Rnd 9

NASB/Formula USA Series
6/20-22 Braselton, GA, Rnd 3
7/19-20 Portland, OR, Rnd 4
8/1-3 Elkhart Lake, WI, Rnd 5
8/29-31 Long Pond, PA, Rnd 6
10/3-5 Loudon, NH, Rnd 7
10/30-11/2 Daytona Beach, FL, Rnd 8

CCS/Championship Cup Road Racing Series
California Region
5/3-4 Phoenix, AZ
5/31-6/1 Buttonwillow, CA
8/2-3 Buttonwillow, CA
9/6-7 Buttonwillow, CA
10/4-5 Buttonwillow, CA
11/29-30 Phoenix, AZ
12/6-7 Las Vegas, NV*
12/20-21 Phoenix, AZ
Florida Region
4/27 West Palm Beach, FL
5/26 West Palm Beach, FL
6/22 West Palm Beach, FL
7/27 West Palm Beach, FL
8/24 West Palm Beach, FL
9/6-7 Homestead, FL
9/13-14 Braselton, GA
9/28 West Palm Beach, FL
12/6-7 Homestead, FL*
Great Lakes Region
4/26-27 Mount Meridian, IN
5/31-6/1 Grattan, MI
6/21-22 South Beloit, IL
7/5-6 Elkhart Lake, WI
8/1-3 Elkhart Lake, WI*
8/23-24 Brainer, MN
9/6-7 Grattan, MI
9/20-21 South Beloit, IL*
Great Plains Region
4/26-27 Mount Meridian, IN
5/10-11 South Beloit, IL
7/5-6 Elkhart Lake, WI
8/1-3 Elkhart Lake, WI*
8/16-17 Topeka, KS
8/23-24 Brainerd, MN
9/20-21 South Beloit, IL*
North East Region
4/19-20 Loudon, NH
5/3-4 Loudon, NH
5/24-25 Bridgehampton, NY
6/7-8 Loudon, NH
7/5-6 Bridgehampton, NY
7/19-20 Loudon, NH
8/2-3 Bridgehampton, NY
8/23-24 Loudon, NH
8/30-31 Bridgehampton, NY
9/6-7 Loudon, NH
10/3-5 Loudon, NH
Mid Atlantic Region
5/24-25 Bloomingdale, GA
6/14-15 Summit Point, WV
6/21-22 Braselton, GA*
7/19-20 Summit Point, WV
8/16-17 Braselton, GA
8/28-31 Long Pond, PA*
9/13-14 Braselton, GA
10/4-5 Summit Point, WV*
Mid West Region
4/26-27 Mount Meridian, IN
5/10-11 South Beloit, IL
5/31-6/1 Grattan, MI
6/21-22 South Beloit, IL
7/5-6 Elkhart Lake, WI
7/19-20 South Beloit, IL
8/1-3 Elkhart Lake, WI*
8/16-17 South Beloit, IL
8/23-24 Brainer, MN
9/6-7 Grattan, MI
9/20-21 South Beloit, IL
South East Region
5/24-25 Bloomingdale, GA
6/21-22 Braselton, GA*
7/19-20 Bloomingdale, GA
8/16-17 Braselton, GA
8/30-31 Bloomingdale, GA
9/13-14 Braselton, GA*
South West Region
5/3-4 Phoenix, AZ
5/24-25 Phoenix, AZ
8/2-3 Buttonwillow, CA
9/20-21 Las Vegas, NV
10/4-5 Buttonwillow, CA
11/29-30 Phoenix, AZ
12/6-7 Las Vegas, NV*
12/20-21 Phoenix, AZ
***Double Points Event
Info 704/684-4297

Northern California Mini Road Racing Championship Series
4/19-20 Sacramento, CA*
5/17-18 Sacramento, CA
6/7-8 Sacramento, CA*
7/12-13 Sacramento, CA
8/2-3 Sacramento, CA
9/13-14 Sacramento, CA*
10/4-5 Sacramento, CA
*Indicates Spring and Endurance Race Event
Info 916/722-5517

CRA Road Race C'ship Series
5/10-11 Brainerd, MN
6/14-15 Brainerd, MN
8/2-3 Brainerd, MN
9/13-14 Brainerd, MN
Info 612/332-4070

AHRMA BMW Classic Cup Series
5/31-6/1 Elkhart Lake, WI, Rnd 2
7/12-13 Lexington, OH, Rnd 3
9/13 Steamboat Springs, CO, Rnd 4
Info 715/842-9699

AHRMA SOS/BOT/Sound of Thunder Series
4/26-27 Rosamond, CA, Rnd 3-4
5//3-4 Summit Point, WV, Rnd 5-6
5/31-6/1 Elkhart Lake, WI, Rnd 7-8
6/14-15 Grattan, MI, Rnd 9-10
7/12-13 Lexington, OH, Rnd 11-12
8/23-24 Sonoma, CA, Rnd 13-14
9/13-14 Steamboat Springs, CO, Rnd 15
10/4-5 Talladega, AL, Rnd 16-17
11/15-16 Faulkville, GA, Rnd 18-19
Info 715/842-9699

AHRMA/Speed & Sport Vintage MX Series
4/20 Brentwood, CA, Rnd 3
4/26 Bremen, GA, Rnd 4
5/3-4 Casey, IL, Rnd 5-6
5/18 Perris, CA, Rnd 7
5/31 Elkhart Lake, WI, Rnd 8
6/7 New Berlin, NY, Rnd 9
6/14 Grattan, MI, Rnd 10
6/22 Eugene, Or, Rnd 11
6/28 Peoria, IL, Rnd 12
7/5-6 Carlsbad, CA, Rnd 13-14
7/12 Lexington, OH, Rnd 15
7/26 Southwick, MA, Rnd 16
8/9 Mammoth Mountain, CA, Rnd 17
8/16 Linnville, OH, Rnd 18
9/12 Steamboat Springs, CO, Rnd 19
10/19 Hollister, CA, Rnd 20
Info 715/842-9699

AHRMA Mid West Regional Motocross Series
4/26 Des Moines, IA
5/18 Wapella, IL
7/19 Grantsburg, WI
8/30 Bedford, KY
9/27 Lamoni, IA
10/4 Denmark, WI
10/18 Casey, IL
Info 414/684-4331

AHRMA Western Regional Motocross Series
5/4 Dixon, CA
6/22 Eugene, OR
8/10 Mammoth, CA
9/28 Fernley, NV
10/5 TBA
11/2 Tulare, CA
Info 408/663-4014

AHRMA/Texas Vintage Iron Spring Series
4/20 Euless, TX
5/11 Houston, TX
5/25 Tyler, TX
6/15 Houston, TX
Info 281/497-3366

AHRMA Nor Cal Motocross Series
4/20 Brentwood, CA
5/4 Dixon, CA
7/20 Carson City, NV
8/31 Monterey, CA
9/28 Fernley, NV
10/19 Hollister, CA
Info 702/265-4904

AHRMA So Cal Motocross Series
5/18 Perris, CA
6/28 Perris, CA
8/10 Mammoth, CA
10/5 TBA
Info 909/929-6772

AHRMA/Speed & Sport Vintage Trials Series
4/19 Brentwood, CA, Rnd 5
4/27 Bremen, GA, Rnd 6
6/1 Elkhart Lake, WI, Rnd 7
6/15 Grattan, MI, Rnd 8
6/29 Peoria, IL, Rnd 9
7/4 Carlsbad, CA, Rnd 10
7/13 Lexington, OH, Rnd 11
8/24 Sonoma, CA, Rnd 12
9/11 Steamboat Springs, CO, Rnd 13
10/11 White City, IL, Rnd 14
10/18 Hollister, CA, Rnd 15
Info 715/842-9699

AHRMA/BMW Classic Cup Roadrace Series
5/31-6/1 Elkhart Lake, WI, Rnd 2
7/12-13 Lexington, OH, Rnd 3
9/13 Steamboat Springs, CO, Rnd 4
Info 715/842-9699

AHRMA Western Regional Trials Series
4/19 Brentwood, CA
7/4 Carlsbad, CA
8/16 Norden, CA
8/23 Sonoma, CA
9/27 La Porte, CA
10/18 Hollister, CA
10/25 Patterson, CA
11/22 Auburn, CA
Info 916/967-0262

AHRMA Western Regional Dirt Track Series
5/3 Dixon, CA
5/17 Hanford, CA
5/24 Tulare, CA
5/25 Tulare, CA
8/3 Hollister, CA
10/4 Tulare, CA
10/5 Tulare, CA
10/11 Del Mar, CA
Info 818/992-5343

AHRMA/Classic Bike Magazine Dirt Track Series
5/17 Hanford, CA, Rnd 2
5/17 Big Rapids, MI, Rnd 3
5/25 Tulare, CA, Rnd 4
6/7 Budds Creek, MD, Rnd 5
6/8 Cumberland, MD, Rnd 6
6/29 Peoria, IL, Rnd 7
7/5 Carlsbad, CA, Rnd 9
7/6 Lake Odessa, MI, Rnd 10
7/26 Weedsport, NY, Rnd11
8/3 Wilmington, DE, Rnd 12
8/16 Linnville, OH, Rnd 13
9/10 Hayden, CO, Rnd 14
9/21 Lebanon Valley, NY, Rnd 15
9/28 Lavonia, GA, Rnd 16
10/6 Tulare, CA, Rnd 17
10/10 San Diego, CA, Rnd 18
Info 715/842-9699

AHRMA Dixie Cup Road Race Series
10/4-5 Talledega, AL, Rnd 3
11/15-16 Faulkville, GA, Rnd 4
Info 715/842-9699

AHRMA Masters of the Midwest Road Race Trophy
5/31-6/1 Elkhart Lake, WI, Rnd 1
6/14-15 Grattan, MI, Rnd 2
7/12-13 Lexington, OH, Rnd 3
Info 715/842-9699

AHRMA Pacific Crown Road Race Series
4/26-27 Rosamond, CA, Rnd 1
8/23-24 Sonoma, CA, Rnd 2
Info 715/842-9699

AHRMA Vintage Motorcycle Days Road Race Championships
7/12-13 Lexington, OH, Rnd 1
8/23-24 Sonoma, CA, Rnd 2
Info 715/842-9699

MARS Motorcycle Asphalt Racing Series
5/16 Myrtle Beach, SC
9/20 Asheville, NC
9/26 Tracy, CA
10/24 Kenly, NC
10/25 Summerville, NC
Info 770/934-3112

New York State Challenge Series
7/20 Batavia, NY, Rnd 1
7/27 Hunt, NY, Rnd 2
8/3 Palmyra, NY, Rnd 3
8/10 Silver Springs, NY, Rnd 4
8/17 Frozen Ocean, NY, Rnd 5
Info WNYSC 716/786-0236

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July	San Jose, CA	
TBA	Dallas, TX	
TBA	Florida	
October	Honolulu, HI	

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May 3, Hangtown Amateur Day
Central, 415-587-8678
April 19 & 20, Laguna Seca Raceway
Southern ★
May 9 & 10, Glen Helen Amateur Day
Last Chance ★
Sept. 21, Glen Helen Raceway
Info Call
909-880-3090
GLEN HELEN

cma (209) 673-8080
GFI Racing North
GFI Spring Trophy Series (Night Races)
Sat., April 19 Round #3 Little Okie, Madera, CA
Sat., April 26 Round #4 Little Okie, Madera, CA
Sat., May 3 Round #5 Little Okie, Madera, CA

1997 A.M.P. MOTOCROSS EVENTS
1997 A.M.P. Yoko/Yamaha of Modesto Spring Series
Sat., April 19 Practice - Hollister Hills GP Track, CA
Sun., April 20 Race Round 4 - Hollister Hills GP Track, CA
Sun., April 27 Race Round 5 - Oatfield, Turlock, CA
Info: (209) 656-9682 (209) 642-4364

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LOOK HERE!! Win a free 5'x8' motorcycle trailer from High Desert Trailer! Winner decided by drawing. The more races you enter and the higher you finish, the more times you are entered!

LOOK HERE TWO!! CRC will host a free practice and BBQ at the series awards presentation on a Sunday in June. Complete details available soon.

LOOK HERE THREE!! First 100 Entries for the Dunestown Series will receive a free Hat, Wallet or other prize from O'NEAL

Round One	Sunday, April 27	LACR Motocross, CA
Round Two	Sunday, May 4	Edwards AFB MX
Round Three	Sunday, May 18	LACR Motocross, CA
Round Four	Sunday, May 25	LACR Motocross, CA
Round Five	Monday, May 26	LACR Grand Prix, CA

FMF · DHMA · FOX · The High Desert Trailer Source · Mechanix Wear · Cycle Concepts · Nationwide Cycle · VSK Racing · Proboard · 30 minute Photo · Yamaha · Wiseco · Slammin' Motorsports · O'Neal · HP2 · Scott USA · Too Tech Racing · Riders Choice

Holiday Inn — Official Dunestown Series Hotel

Rays Chevron — Official Dunestown Service Station

Read about all the racing events and final results in Motorsports News

For CRC Dunestown Info Call (805) 272-8889

STARWEST SUPERCROSS PARK (909) 943-4535 (909) 657-8845

SATURDAY NIGHT RACING
Practice 5:00 pm Race 6:00 pm
Race classes for all levels.

Saturday, April 19th	Spring Night Series #4
Saturday, April 26th	Spring Night Series #5
Saturday, May 3rd	Contingency Series #1
Saturday, May 10th	Contingency Series #2

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TULARE CYCLE PARK
Tulare, CA Event Calendar

Sat., April 26	Open MX & Dirt Track Practice 10:00am-3:00pm Motorcycle & Quads - Class C Traction
Sat., May 17	A.H.R.M.A. Regional Dirt Track Series
Sun., May 18	A.H.R.M.A. National Dirt Track Series

All minors must be accompanied by a parent or a notarized legal guardian.
INFO (209) 685-0503

CRC 1997 California Race Schedule
100% PRO PAYBACK

Sunday, April 20	Tri Race Series - GP	Perris
Sunday, April 27	Dunestown - MX	L.A.C.R.
Saturday, May 3	Shamrocks District 37- GP	L.A.C.R.
Sunday, May 4	Shamrocks District 37- GP	L.A.C.R.

Saturday Practice - now til May 24 - 9:00 a.m. - 2:00 p.m.
Wednesday Nights - Starting April 16 - 4 p.m. to 9 p.m.
Friday Nights - Starting June 6 - 4 p.m. to 9 p.m.
CRC Info (805) 272-8889

OVER the HILL GANG

Sunday, April 27	Lemon Grove, Piru, CA
Sunday, May 4	Castaic, CA
Sunday, May 18	Hungry Valley - Gorman

The Ultimate 30+ Vet MX Club Info: (909) 444-9411

MOTOWEST RACING ENT.
1997 Northern California MX Schedule

Sat./Sun. April 19 & 20	Laguna Seca AMA Race - Laguna Seca
Saturday, April 26	Open MX Practice (8am-2pm)
Sunday, April 27	CMC Spring Classic MX Series-Hollister Hills
Saturday, May 10	Saturday Night MX Round #4 - Club-Moto

Day Races - gates open at 6am / Night Races - gates open at 3 pm, practice at 5pm
For more info call (415) 587-8678

SRA GP California Schedule

Members / Non Members
Sunday, April 27
Carlsbad, CA
Info (714) 957-2985

GFI RACING (909) 653-4042
A Rider For the Riders

Sat., April 19	GFI Showdown Warm Up	Perris
Sun., April 20	CRC GP	Perris
Sat., April 26	Saturday Practice (8am - 1pm)	Perris
Sun., April 27	GFI Winter Series No.-So. Showdown	Perris

Wednesday Practices Will Start On May 7th 3pm-Dusk

CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. **Calendar listings cannot be accepted over the phone**; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

La Playa Grand Prix Motocross Series
5/18 Rosarito, BC/Mexico, Rnd 2
8/10 Rosarito, BC/Mexico, Rnd 3
10/5 Rosarito, BC/Mexico, Rnd 4
12/7 Rosarito, BC/Mexico, Rnd 5
Info 011/52-661-22525

ECEA Championship Enduro Series
4/20 Warren Grove, NJ
5/4 New Lisbon, NJ
5/11 Stanhope, NJ
5/25 New Philadelphia, PA
6/22 West Greenwich, RI
7/20 Blain, PA
7/27 Rawlings, MD
8/3 Middlebury Center, PA
8/17 Speedsville, NY
8/24 Mauricetown, NJ
9/7 Shippensburg, PA
9/14 Brandonville, PA
9/21 New Lisbon, NJ
9/28 Webb Mills, NY
10/5 New Gretna, NJ
10/26 Delaware City, DE
Info 717/865-0601

ECEA Championship Hare Scrambles Series
4/27 St. George, DE
5/18 Belleplain, NJ
6/8 Woodland Twp., NJ
7/6 Stanhope, NJ
8/10 Hobbie, PA
10/19 Budds Creek, MD
11/2 Warren Grove, NJ
11/9 Nauricetown, NJ
11/23 Greenbank, NJ
Info 717/865-0601

ECEA Dual Sport Series
6/15 Brandonville, PA
7/6 Belleplain, NJ
10/12 Indian Mills, NJ
10/19 New Philadelphia, PA
11/16 Greenbank, NJ
Info 717/865-0601

WERA National Endurance Series
5/10 Braselton, GA, Rnd 2
5/24 Hallett, OK, Rnd 3
6/14 East St. Louis, IL, Rnd 4
6/28 Clermont, IN, Rnd 5
7/5 Grattan, MI, Rnd 6
8/2 Summit Point, WV, Rnd 7
9/6 Millington, TN, Rnd 8
9/20 College Station, TX, Rnd 9
10/10 Braselton, GA, Rnd 10

WERA National Challenge Series
5/9-11 Braselton, GA, Rnd 2
5/23-25 Hallett, OK, Rnd 3
6/13-15 East St. Louis, IL, Rnd 4
6/26-29 Clermont, IN, Rnd 5
7/4-6 Grattan, MI, Rnd 6
8/1-3 Summit Point, WV, Rnd 7
9/5-7 Millington, TN, Rnd 8
9/19-21 College Station, TX, Rnd 9
10/8-12 Braselton, GA, Rnd 10
Info 770/924-8404

WERA Grand National Finals
10/9-13 Braselton, GA

WERA Vintage Series
5/3 Grattan, MI, Rnd 7
5/3 Talladega, AL, Rnd 8
5/4 College Station, TX, Rnd 9
5/17 Mount Meridian, IN, Rnd 10
5/24 Garretsville, OH, Rnd 11
5/31 Summit Point, WV, Rnd 12
6/7 Faulkville, GA, Rnd 13
6/7 Grattan, MI, Rnd 14
6/8 Henderson, TX, Rnd 15
7/6 College Station, TX, Rnd 16
7/19 South Haven, MI, Rnd 17
7/26 Garrettsville, OH, Rnd 18*
7/26 Braselton, GA, Rnd 19
8/3 Henderson, TX, Rnd 20
8/9 Mount Meridian, IN, Rnd 21
8/23 Talladega, AL, Rnd 22
8/30 Garrettsville, OH, Rnd 23
8/31 Hallett, OK, Rnd 24
9/6 Summit Point, WV, Rnd 25
9/20 Faulkville, GA, Rnd 26

WERA Sportsman Series
North Central
4/19-20 South Haven, MI
5/3-4 Grattan, MI
5/17-18 Mount Meridian, IN
6/7-8 Grattan, MI
6/21-22 Mount Meridian, IN
6/26-29 Clemont, IN
7/19-20 South Haven, MI
8/9-10 Mount Meridian, IN
8/16-17 Fairmont, IL
9/27-28 Mount Meridian, IN
Northeast
5/24-25 Garrettsville, OH
5/31-6/1 Summit Point, WV
6/7-8 Grattan, MI
6/26-29 Clermont, IN
7/19-20 South Haven, MI
7/26-27 Garrettsville, OH
8/30-31 Garrettsville, OH
9/6-7 Summit Point, WV
Mid-Central
5/17-18 Millington, TN
5/23-25 Hallett, OK
6/14-15 Talladega, AL
6/26-29 Clermont, IN
7/26-27 Braselton, GA
8/16-17 Fairmont, IL
8/30-31 Hallett, OK
9/5-7 Millington, TN
9/27-28 Mount Meridian, IN
South Central
5/3-4 College Station, TX
5/23-25 Hallett, OK
6/7-8 Henderson, TX
6/26-29 Clermont, IN
7/5-6 College Station, TX
8/2-3 Henderson, TX
8/30-31 Hallett, OK
9/20-21 College Station, TX
Southeast
5/3-4 Talladega, AL
5/17-18 Millington, TN
6/7-8 Faulkville, GA
6/14-15 Talladega, AL
6/26-29 Clermont, IN
7/26-27 Braselton, GA
8/9-10 Faulkville, GA
8/23-24 Talladega, AL
9/20-21 Faulkville, GA
Info 770/924-8404

VDTRA Regional C'ship Dirt Track Series
5/18 Columbus Junction, IA
6/6 Monett, MO
6/7 Wichita, KS
6/8 Wichita, KS
6/27 Casper, WY
6/28 Casper, WY
7/5 Rockport, IN
7/12 Sturgis, SD
7/13 Sturgis, SD
8/4 Sturgis, SD
8/11 Stockton, KS
8/12 Stockton, KS
316/663-9877 or 307/473-2700 or 618/724-2613

CMA Eastern Region Dirt Track Series
5/17 Shannonville, Ont.
5/18 Woodstock, Ont.
6/7 Leamingtion, Ont.
6/14 Welland, Ont.
6/21 Welland, Ont.
6/27 Barrie, Ont.
6/28 Welland, Ont.
6/29 Shannonville, Ont.
7/5 Welland, Ont.
7/12 Welland, Ont.
7/19 Welland, Ont.
8/2 Welland, Ont.
8/9 Shannonville, Ont.
8/10 Three Rivers, Que.
8/29 Quebec City, Que.
Info 905/522-5705

Vintage Classics X National Championship Dirt Track
5/31 Cambridge, MN
6/1 Cambridge, MN
6/14 Indianapolis, IN
7/18 Oklahoma City, OK
7/20 Oklahoma City, OK
7/25 Grand Island, NE
7/26 Norton, KS
8/7 Rapid City, SD
8/9 Sturgis, SD
10/10 Del Mar, CA
10/11 Del Mar, CA
Info 918/836-6999

AMRA Harley-Davidson National Point Drag Race Series
4/26-27 East St. Louis, IL
5/10-11 Memphis, TN
6/7-8 Morocco, IN
8/23-24 Ennis, TX
10/4-5 Bowling Green, KY

AMRA Region One Harley-Davidson Drag Race Series
7/19-20 Wentzville, MO
8/2-3 Marion, SD
9/13-14 Cordova, IL

AMRA Region Two Point Harley-Davidson Drag Race Series
4/19-20 Huntsville, AL
5/3-4 Hallsville, TX
6/21-22 Clarksville, TN

VMA State Championship Vintage MX Series
5/25 Hanford, CA, Rnd 2
9/21 Folsom, CA, Rnd 3
10/5 Madera, CA, Rnd 4
11/16 Hanford, CA, Rnd 5
Info 209/661-0706

The Barona Short Track Championship Series
5/10 Ramona, CA
6/7 Ramona, CA
6/21 Ramona, CA
7/19 Ramona, CA
8/16 Ramona, CA
9/13 Ramona, CA
10/18 Ramona, CA
11/8 Ramona, CA
Info 619/277-2743

Delaware Short Track Championship Series
4/18 Seaford, DE, Rnd 3
4/25 Seaford, DE, Rnd 4
5/2 Seaford, DE, Rnd 5
5/9 Seaford, DE, Rnd 6
5/16 Seaford, DE, Rnd 7
5/23 Seaford, DE, Rnd 8
5/30 Seaford, DE, Rnd 9
6/6 Seaford, DE, Rnd 10
6/13 Seaford, DE, Rnd 11
6/20 Seaford, DE, Rnd 12
6/27 Seaford, DE, Rnd 13
7/4 Seaford, DE, Rnd 14
7/11 Seaford, DE, Rnd 15
7/25 Seaford, DE, Rnd 16
8/1 Seaford, DE, Rnd 17
8/8 Seaford, DE, Rnd 18
8/15 Seaford, DE, Rnd 19
8/22 Seaford, DE, Rnd 20
8/29 Seaford, DE, Rnd 21
9/5 Seaford, DE, Rnd 22
9/12 Seaford, DE, Rnd 23
9/19 Seaford, DE, Rnd 24
9/26 Seaford, DE, Rnd 25
10/3 Seaford, DE, Rnd 26
10/10 Seaford, DE, Rnd 27
10/17 Seaford, DE, Rnd 28
10/24 Seaford, DE, Rnd 29
10/31 Seaford, DE, Rnd 30
Info 302/335-3215

Central California Rough Scrambles Championship Series
4/27 Madera, CA, Rnd 5
5/11 Madera, CA, Rnd 6
9/14 Madera, CA, Rnd 7
9/28 Madera, CA, Rnd 8
10/12 Madera, CA, Rnd 9
10/26 Madera, CA, Rnd 10
11/9 Madera, CA, Rnd 11
11/23 Madera, CA, Rnd 12
Info 209/661-0706

The New England Hillclimbers Series
4/27 Greenfield, MA
5/4 Monson, MA
5/18 Exeter, RI
6/1 Greenfield, MA
6/11 Gilford, NH
7/13 Enfield, NH
7/26-27 Mankato, MN
8/3 Caroga Lake, NY
8/10 Enfield, NH
8/17 Monson, MA
8/31 Canaan, NH
9/7 Enfield, NH
9/21 Canaan, NH
9/28 Exeter, RI
10/5 Monson, MA

RMEC/Rocky Mountain Enduro Circuit
5/4 Chadron, NE
5/25 Limon, CO
6/8 Buena Vista, CO
6/29 Upton, WY
7/20 Rand, CO
Info 307/742-4136

Rocky Mountain Motocross Series
5/4 Colorado Springs, CO
5/24-25 Aurora, CO
6/15 Pueblo, CO
6/29 Erie, CO
7/6 Aurora, CO
7/20 Colorado Springs, CO
8/24 Colorado Springs, CO
8/31 Pueblo, CO
9/21 Erie, CO
10/26 Colorado Springs, CO
Info 719/473-6723

Smoky Mountain Mini Road Race Series
5/4 Elgin, SC*
6/8 Elgin, SC
7/6 Elgin, SC
9/14 Elgin, SC
10/12 Elgin, SC*
11/2 Elgin, SC
*Endurance
Info 704/531-2797

Mid-Atlantic Vintage Trials Series

4/20 Forest Hill, MD
4/26 Williamsport, PA
5/3-4 Toronto, OH
6/21 Williamsport, PA
7/19 Lock Haven, PA
8/9 Toronto, OH
9/21 Middletown, PA
10/5 Toughkenamon, PA
Info 410/775-7209

Southeastern Trials Riders Association Championship Series
4/26-27 Bremen, GA
5/3-4 Crossville, TN
5/17-18 Resaca, GA
8/9-10 Carrollton, KY
9/6-7 Gadsden, AL
10/4-5 Monroe, GA
10/18-19 Jasper, TN
11/15-16 Cumming, GA
Info 423/942-8688

Arkansas Hare Scrambles Championship Series
4/20 Bee Branch, AR
5/18 Salem, AR
6/1 Maynard, AR
6/15 Durham, AR
7/6 Fort Smith, AR
8/10 Salem, AR
8/24 Bee Branch, AR
9/14 Maynard, AR
10/26 Lost Creek Park, AR
11/30 Fort Smith, AR
Info 501/646-7000

Virginia Championship Hare Scramble Series
4/27 Dillwyn, VA
5/4 Martinsville, VA
5/18 Surry, VA
6/1 Rural Retreat, VA
6/8 Ivor, VA
9/7 Pulaski, VA
9/21 Middlebrook, VA
10/5 Martinsville, VA
10/19 Newport News, VA
11/2 Surry, VA
Info 757/255-4620

KORR Hare Scrambles Championship Series
4/20 Arkansas City, KS
5/4 Sterling, KS
10/19 Arkansas City, KS
11/2 Sterling, KS
11/9 Marion, KS
11/16 Arkansas City, KS
12/7 Hillsboro, KS
Info 316/942-6527

Mammoth Motocross
6/26-29 Mammoth Lakes, CA
Info 619/934-0642

Commotion By The Ocean 10 Motocross
6/7-8 Carlsbad, CA
Info 619/484-1441

Performance Engineering Sunflower State MX Championship Series
4/27 Lyndon, KS
6/8 Great Bend, KS
6/15 Inman, KS
7/13 Lyndon, KS
7/26 Concordia, KS
8/31 Great Bend, KS
9/1 Great Bend, KS
9/14 Great Bend, KS
9/28 Inman, KS
10/5 Lyndon, KS
10/19 Inman, KS
Info 913/842-8272

KORR Motocross Championship Series
4/27 Marion, KS
5/18 Arkansas City, KS
6/8 Hillsboro, KS
6/22 Marion, KS
7/13 Sterling, KS
7/26 Marion, KS
7/27 Hillsboro, KS
8/17 Sterling, KS
8/24 Hillsboro, KS
9/7 Marion, KS
9/14 Arkansas City, KS
9/21 Sterling, KS
10/12 Hillsboro, KS
10/27 Marion, KS
Info 316/942-6527

Yamaha Sunshine State MX Championship Series
4/27 Ona, FL
5/4 Orlando, FL
5/11 Reddick, FL
5/18 Dade City, FL
5/25 Ona, FL
6/1 Orlando, FL
6/8 Reddick, FL
6/15 Dade City, FL
7/6 Ona, FL
7/13 Orlando, FL
7/20 Reddick, FL
7/27 Dade City, FL
8/17 Ona, FL
8/24 Orlando, FL
8/31 Reddick, FL
9/7 Dade City, FL
9/14 Ona, FL
Info 407/333-2356

GFI Spring Trophy Motocross Series
4/19 Madera, CA, Rnd 3
4/26 Madera, CA, Rnd 4
5/3 Madera, CA, Rnd 5
5/9 Madera, CA, Rnd 6
5/16 Madera, CA, Rnd 7
5/23 Madera, CA, Rnd 8
Info 209/673-8080

GFI at Night Motocross Series
6/7 Perris, CA
6/14 Perris, CA
6/21 Perris, CA
7/12 Perris, CA
7/19 Perris, CA
7/26 Perris, CA
8/2 Perris, CA
8/9 Perris, CA
8/16 Perris, CA
8/23 Perris, CA
8/30 Perris, CA
Info 909/653-4042

Salem Motorcycle Club Hare Scrambles Series
4/20 Salem, OH
5/11 Salem, OH
6/15 Salem, OH*
7/6 Salem, OH
10/12 Salem, OH**
*Buckeye Series/**Corky Wurster Memorial
Info 330/482-2971 or 330/332-9465

NMA Grand National MX Championships
7/29-8/2 Ponca City, OK
Info 310/868-8112

Thor/Parts Unlimited Northeast Classic Motocross Series
5/18 Binghamton, NY, Rnd 1
6/1 Clifford, PA, Rnd 2
6/8 Unadilla, NY, Rnd 3
6/29 Englishtown, NJ, Rnd 4
7/27 Walden, NY, Rnd 5
8/3 New Egypt, NJ, Rnd 6
Info 717/222-9290

GNC Texas Motocross Series
4/20 Dallas/Fort Worth, TX
5/4 Waller, TX
5/18 Dallas/Fort Worth, TX
5/25 Bastrop, TX
6/1 Dallas/Fort Worth, TX
6/8 Highlands, TX
Info 817/295-1760

Alabama Spring MX Series
4/20 Steele, AL
4/27 Warrior, AL
5/11 Kilpatrick, AL
5/18 Steele, AL
Info 205/681-8317

South Dakota/Iowa Motocross Series
4/20 Yankton, SD
4/27 Sioux Falls, SD
5/4 Palmyra, NE
5/18 Fort Dodge, IA
6/1 Sioux Falls, SD
6/8 Palmyra, NE
6/15 Armstrong, IA
6/21 Truesdale, IA
6/29 Fort Dodge, IA
7/13 Armstrong, IA
7/20 Palmyra, NE
7/26 Truesdale, IA
8/17 Armstrong, IA
8/30 Truesdale, IA
9/14 Yankton, SD
9/21 Sioux Falls, SD
Info 605/665-3512

Kentucky/Tennessee Motocross Series
4/19 Draffenville, KY, Rnd 4
4/27 White Plains, KY, Rnd 5
5/17 Murray, KY, Rnd 6
5/23 Smithland, KY, Rnd 7
6/1 Milan, TN, Rnd 8
6/7 Clarksville, TN, Rnd 9
6/11 Smithland, KY, Rnd 10
6/13 Murray, KY, Rnd 11
7/5 Draffenville, KY, Rnd 12
7/12 Draffenville, KY, Rnd 13
7/19 Atwood, TN, Rnd 14
7/26 Draffenville, KY, Rnd 15
8/24 White Plains, KY, Rnd 16
8/30 Atwood, TN, Rnd 17
9/6 Dyersburg, TN, Rnd 18
9/13 Clarksville, TN, Rnd 19
9/21 Milan, TN, Rnd 20
9/27 Paris, TN, Rnd 21
10/5 Milan, TN, Rnd 22
10/18 Paris, TN, Rnd 23
10/25 Paris, TN, Rnd 24
11/2 Milan, TN, Rnd 25
Info 901/642-0511

Cornhusker Motocross Series
4/20 Stockton, KS
4/27 Alma, NE
5/11 McCook, NE
5/18 Stockton, KS
6/1 McCook, NE
6/15 North Platte, NE
6/22 Stockton, KS
6/29 TBA
7/6 Douglas, NE
7/13 Stockton, KS
7/27 McCook, NE
8/10 North Platte, NE
8/17 Stockton, KS
8/24 TBA
9/7 North Platte, NE
9/14 Stockton, KS
9/21 Alma, NE
9/28 TBA
10/12 Douglas, NE
10/19 North Platte, NE
10/26 McCook, NE
Info 308/928-2503

Branson USA MX Nationals
10/3-5 Branson, MO
Info 909/657-6782

MRAN Desert Series
4/26-27 Panaca, NV, Rnd 4
5/24 Delta, UT, Rnd 5
7/5-6 Caliente, NV, Rnd 6
8/3 Ely, NV, Rnd 7
8/30-31 Pioche, NV, Rnd 8
10/18-19 Logandale, UT, Rnd 9
11/1-2 Beatty, NV, Rnd 10
Info 702/437-6762

TCCRA/Cross Country Series
4/20 Montague, TX
5/4 Hillsboro, TX
5/18 Montague, TX
6/1 Bowie, TX
6/15 Saint Jo, TX
6/29 Weatherford, TX
8/24 Montague, TX
9/7 Fort Hood, TX
9/21 Joplin, TX
10/5 Jacksboro, TX
10/19 Lake Murray, OK
11/2 Wellington, TX
Info 972/579-9161

Black Jack Enduro Circuit
5/4 Mayflower, AR
5/18 Park Hills, MO
6/1 Chadwick, MO
9/21 Collins, MO
10/5 Stillwater, OK
11/2 Oklahoma City, OK
11/16 Muenster, TX

Southern Enduro Riders Association Hare Scrambles Series
8/24 Tupelo, MS
9/28 Alexandria, LA
11/9 Wiggins, MS
11/23 Warrior, AL
12/7 Selma, AL
1/18 Selma, AL
2/1 Hattiesburg, MS
2/8 Wiggins, MS
Info 504/665-0313

Northwest Motorcycle Association Enduro Series
4/20 Shelton, WA
5/18 Goldbar, WA
6/14 Bellingham, WA
7/12 Olympia, WA
8/17 Naches, WA
9/14 Mount Vernon, WA
9/28 Olympia, WA
10/26 Bellingham, WA
Info 206/242-7044

IERA Championship Enduro Series
4/27 Fremont, IA
8/17 Stratford, IA
9/7 Castana, IA
9/14 Winterset, IA
10/5 Bartlett, IA
11/2 Morrison, IL
Info 515/933-4872

IERA Championship Hare Scrambles Series
4/20 Pleasant Hill, IA
5/18 Fremont, IA
6/15 Anamosa, IA
6/22 Castana, IA
6/29 Luther, IA
8/24 Dow City, IA
10/12 Hills, IA
Info 515/933-4872

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Race 2	1st - $500	• 2nd - $250	• 3rd - $150	• 4th - $100
Race 3	1st - $500	• 2nd - $250	• 3rd - $150	• 4th - $100
Race 4	1st - $500	• 2nd - $250	• 3rd - $150	• 4th - $100
Race 5	1st - $1000	• 2nd - $500	• 3rd - $300	• 4th - $200

125 PRO PURSE

Race 1	1st - $300	• 2nd - $150	• 3rd - $100	
Race 2	1st - $300	• 2nd - $150	• 3rd - $100	
Race 3	1st - $300	• 2nd - $150	• 3rd - $100	
Race 4	1st - $300	• 2nd - $150	• 3rd - $100	
Race 5	1st - $600	• 2nd - $300	• 3rd - $150	• 4th - $50

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Pee Wee Beg & 0-9 Modified	• 1st - Go Kart	• 2nd - TV	• 3rd - $50 Gift Certificate from AC Racing
0-6 Yamaha & 7-9 Yamaha	• 1st - Go Kart	• 2nd - TV	• 3rd - $50 Gift Certificates from AC Racing
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For more information Call
Riders Choice (805) 942-1211 or (805) 942-7880

What's happening? Cycle News Calendar.

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Waller, TX
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Iron Horsemen M.C.
Presents
Photo By Jay Herndon
Jay Bird Photography
AMATEUR MOTORCYCLE HILLCLIMB
DISTRICT 15 POINTS EVENT
Sunday, April 27
1:00 PM
Gates open 9:00 a.m.
Iron Horsemen Clubgrounds
Middlebury, IN
2-1/2 miles east of S.R. 13 on S.R. 120
Concessions Served
Admission $8.00 at Gate
AMA No Pets Allowed AMA
For More Information
219-534-0704 or
219-674-8061

1997 SUNSTAR CMC Spring Classic MX Nationals

*Kawasaki & Yamaha Contingency $$ paid at 8 out of 10 Rounds....

South Rounds

Sun, 4-20 Rainbow II Park *
Sun, 5-25 Lemon Grove Park *
Sun, 6-1 Rainbow II Park *
Sun, 6-8 LA County Raceway *

North Rounds

Sat, 4-12 Riverfront Park *
Sun, 4-27 Hollister Hills
Sun, 5-25 Hollister Hills *
Sun, 6-1 Silverstate Raceway *

Final Showdown
Sat & Sun, 6-14th & 15th* Quail Canyon

Prize Sponsors:
AGV Helmets
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VP Fuels
White Bros Air Filters
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$10 Gate Adults
$5 Kids 6-12 yrs old
and 5 & under Free
97 CMC License $35

100% Pro Purse &
33% Trophies for Sportsmen

Gates open 7am
Practice 8am
1st Race 9:30am

Practice Days:
Rainbow Saturdays 4-19 & 5-31
Gorman Friday 6-13
$15 per Rider Spectators Free
8am to 2pm only...

Prize Sponsors:
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Directions to Rainbow:
Off Hwy. 215, exit Ramona Expressway go East, approx. 15 miles to Sanderson, go South and Track is on Lefthand side...

For more info call CMC Racing
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CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. **Calendar listings cannot be accepted over the phone**; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

Mouse Midwest Enduro Series
4/20 Morrison, IL
4/27 Fremont, IA
5/18 Millston, WI
6/8 Black River Falls, WI
6/15 Leader, MN
7/20 Grand Rapids, MN
7/27 Pearson, WI
8/10 Nickerson, MN
8/17 Stratford, IA
8/24 Rockford, IL
9/14 Winterset, IA
9/21 White City, IL
10/12 Upland, IN
10/26 Springfield Corners, WI
Info 319/582-4864

Northwest Motorcycle Association Off-Road Series
6/15 Bellingham, WA
8/10 Bellingham, WA
9/6 StumpJumper, WA
9/21 Bellingham, WA
10/5 Rimrock Lake, WA
10/12 Shelton, WA
11/30 Kent, WA
Info 206/242-7044

NETRA Championship Enduro Series
5/25 Freetown, MA
6/8 Somers, CT
6/22 W. Greewich, RI
7/20 Oxford, MA
8/10 Granville, MA
9/7 Lee, MA
9/28 Wrentham, MA
10/5 Adams, MA
10/19 Chester, CT
11/2 Stafford, CT
Info 860/875-5757

NETRA Championship Hare Scrambles Series
5/11 Uxbridge, MA
5/18 Fishouse, NY
6/15 Thomaston, CT
6/29 Union, CT
7/6 Chelsea, VT
7/13 Windsor, MA
7/27 E. Hampton, CT
8/3 Searsport, ME
8/17 Alton, NH
8/24 Union, CT
8/31 Uxbridge, MA
9/14 Hoosick, NY
9/21 W. Greenwich, RI
10/12 Freetown, MA
10/26 Fishouse, NY
11/9 Modena, NY
Info 860/875-5757

NETRA Turkey Run Series
5/18 W. Greenwich, RI
6/1 Wrentham, MA
6/21-22 Loudon, NH
6/29 Middle Grove, NY
7/13 Winchendon, MA
7/20 Adams, MA
7/27 Wymantowship, ME
9/7 N. Haverhill, NH
9/14 New Boston, MA
10/12 Winchendon, MA
10/26 Central Village, CT
Info 860/875-5757

NETRA Championship Junior Enduro Series
4/26 Brimfield, MA
5/17 Fishouse, NY
5/31 Wrentham, MA
6/14 Thomaston, CT
6/28 Union, CT
7/12 Granville, MA
7/26 Southhampton, MA
8/23 Union, CT
9/27 Brimfield, MA
10/11 Freetown, MA
10/25 Fishouse, NY
11/1 Winchendon, MA
Info 860/875-5757

SRAC Motocross Series
4/20 Pueblo, CO
4/27 Cheyenne, WY
5/3 Grand Junction, CO
5/10 Greeley, CO
5/18 Colorado Springs, CO
5/25 Berthoud, CO
6/1 Pueblo, CO
6/8 Colorado Springs, CO
6/14 Pueblo, CO
6/22 Aurora, CO
6/29 Berthoud, CO
7/6 Grand Junction, CO
7/13 Aurora, CO
7/19 Colorado Springs, CO
7/27 Colorado Springs, CO
8/3 Cheyenne, WY
8/10 Pueblo, CO
8/17 Berthoud, CO
8/23 Grand Junction, CO
9/1 Pueblo, CO
9/6 TBA
9/14 Pueblo, CO
9/21 Berthoud, CO
9/28 Colorado Springs, CO
10/5 Colorado Springs, CO
10/11 TBA
10/12 TBA

CMRRA 50cc/125cc Championship Road Race Series
4/27 Riverside, CA
6/1 Perris, CA
6/28-29 Rosamond, CA
7/27 Riverside, CA
8/24 Riverside, CA
9/28 Perris, CA
10/ TBA
11/23 Riverside, CA
12/7 Palomar, CA
Info 909/674-5357

AMA Gulf Coast Arenacross Series
4/18-19-20 Gulfport, MS
5/2-3-4 Covington, LA
5/16-17-18 Mobile, AL
6/13-14-15 Covington, LA
6/27-28-29 Gulfport, MS
Info 601/255-8110

GSC/Summer Arenacross Series
7/19 Bishop, CA
8/2 Bishop, CA
8/16 Bishop, CA
8/28 Bishop, CA
Info 619/872-1570

Tennessee State Arenacross Championship Series
8/30 Atwood, TN, Rnd 1
9/6 Dyersburg, TN, Rnd 2
9/20 Paris, TN, Rnd 3
9/27 Paris, TN, Rnd 4
10/18 Paris, TN, Rnd 5
10/25 Paris, TN, Rnd 6
Info 901/642-0511

WMRRA Road Race Series
5/3-4 Seattle, WA
5/31-6/1 Spokane, WA
6/14-15 Bremerton, WA
7/12-13 Seattle, WA
8/16-17 Bremerton, WA
9/7 Seattle, WA
9/27-28 Spokane, WA
Info 206/338-4686

WSMC Road Race Series
4/19-20 Rosamond, CA, Rnd 4
5/17-18 Rosamond, CA, Rnd 5
6/14-15 Rosamond, CA, Rnd 6
7/19-20 Rosamond, CA, Rnd 7
8/16-17 Rosamond, CA, Rnd 8
9/20-21 Rosamond, CA, Rnd 9
10/18-19 Rosamond, CA, Rnd 10
11/15-16 Rosamond, CA, Rnd 11
12/20-21 Rosamond, CA, Rnd 12
Info 805/256-1234

AFM Road Race Series
4/20 Willows, CA
5/24-25 Sonoma, CA
6/28-29 Sonoma, CA
8/2-3 Sonoma, CA
9/6-7 Willows, CA
10/12 Buttonwillow, CA
Info 510/796-7005

MRA Road Racing Series
5/4 Mead, CO
5/18 Peublo, CO
6/1 Mead, CO
6/15 Denver, CO
6/29 Denver, CO
7/13 Mead, CO
8/10 Pike's Peak, CO
8/24 Pueblo, CO
9/14 Steamboat Springs, CO
9/28 Mead, CO
Info 303/530-5678

Rocky Mountain Dual Sport Series
6/28-29 Turquoise Lake, CO
7/18-20 Leadville, CO
8/7-9 Sturgis, SD
9/8-9 Encampment, WY
9/10-13 Steamboat Springs, CO*
* National Trail Ride Series Event
Info 303/697-8382

Cycle News Appalachian Dual Sport Tour
5/3-4 Hurricane Mills, TN
5/17-18 Stewart, OH
6/21-22 Renfro Valley, KY
7/19-20 Davis, WV
9/27-28 Elizabeth, WV
Info 304/284-0084

Ride For Kids Charity Ride
4/27 Houston, TX
5/18 Torrance, CA
6/1 Atlanta, GA
6/15 St. Paul, MN
6/21 Asheville, NC
7/13 Oakbrook, IL
7/26 Marysville, OH
8/3 Harriman, NY
8/24 Ann Arbor, MI
9/7 Monroe, WA
9/14 Columbia, MD
9/28 Vallejo, CA

CMC West Coast Arenacross Challenge
9/26-27-28 Fresno, CA
10/3-4-5 San Diego, CA
11/7-8-9 San Francisco, CA
11/14-15-16 Reno, NV
11/21-22-23 Las Vegas, NV
2/27-28-3/1 Sacramento, CA
Info 702/267-4392

APRIL

S	M	T	W	T	F	S
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6	7	8	9	10	11	12
13	14	15	16	17	18	19
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27	28	29	30			

MAY

S	M	T	W	T	F	S
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11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31

*Denotes Payback

Fri, April 18
* MISSISSIPPI MOTOCROSS - AMA/Southern Sports Promotions, Harrison County Covered Arena, Gulfport. Info: 601/255-8110.

* OREGON ARENACROSS - On Trac Events, Portland Coliseum, Portland. Info: 702/267-4392.

April 19-20
CALIFORNIA MOTOCROSS - Motowest AMA Western Championship Qualifier, Laguna Seca, Monterey. Info: 415/587-8678.

CALIFORNIA MOTOCROSS - AMP Yoko/Yamaha of Modesto Spring Series, Round 4, Hollister Hills GP Track, Hollister. Info: 209/656-9682 or 209/667-7109.

CALIFORNIA ROAD RACE - Willow Springs Motorcycle Club, Round 4, Willow Springs International Raceway, Rosamond. Info: 805/256-1234.

April 19-20
CALIFORNIA TRIALS - American Trials Association, National & El Trial De Espana. Info: 714/459-3527.

* IDAHO MOTOCROSS - SIRA/Idaho Fairgrounds, Rupert. Info: 208/436-7071.

TEXAS NATIONAL DUAL SPORT - AMA/Trail Riders of Houston, Sam Houston National Forest, New Waverly. Info: 713/776-1097.

* UTAH MOTOCROSS - Cedar Raceway, Cedar City. Info: 702/631-6848.

Sat, April 19
* ARIZONA MOTOCROSS - Go Huge Racing Promotions, Night Racing, Ocotillo Raceway, Eloy. Info: 520/743-7727.

CALIFORNIA MOTOCROSS - GFI Racing, Winter Series Showdown Warm-Up, Perris Raceway, Perris. Info: 909/653-4042.

* CALIFORNIA SPEEDWAY - International Speedway, Orange County Fairgrounds, Costa Mesa. Info: 714/492-9933.

CALIFORNIA MOTOCROSS - CMC/Night Motocross, Riverfront Park, Marysville. Info: 916/695-2727.

* CALIFORNIA MOTOCROSS - Cal Coastal Promotions, Mid State Fairgrounds, Paso Robles. Info: 805/237-2288.

* CALIFORNIA SHORT TRACK & TT - Lodi MC Morse Road, Lodi. Info: 209/544-1027.

* CALIFORNIA MOTOCROSS - Racing Enterprises, Carlsbad Raceway,

Carlsbad. Info: 619/484-1441.

* FLORIDA MOTOCROSS - Night Race, Pepsi Air Dania Motocross Park, Dania-Fort Lauderdale. Info: 305/321-9422.

FLORIDA MOTOCROSS - Dade City Raceway, Night Motocross, Dade City.

INDIANA SWAP MEET & BIKE SHOW - Marion County Fairgrounds, Indianapolis. Info: 317/539-6776.

* LOUISIANA DIRT TRACK - Swampland Raceway, Grand Prairie. Info: 318/363-3734 or 318/363-3371.

* MISSISSIPPI MOTOCROSS - AMA/Southern Sports Promotions, Harrison County Covered Arena, Gulfport. Info: 601/255-8110.

* NEW JERSEY DRAG RACING - Ken Landerman Raceway Park, Top Street Motorcycle Championships, Raceway Park Dragstrip, Englishtown. Info: 908/446-7800.

NEW YORK MOTOCROSS - AMA/MSC/District 34, Spring Series, Loretta Lynn's Qualifier Only, Walden Playboys MX, Walkill. Info: 914/561-2126.

* NORTH CAROLINA MOTOCROSS - Daniels Ridge Supercross Spring & Summer Series, Taylorsville. Info: 704/635-8635 or 758-4342.

* OHIO MOTOCROSS - CRA/Malvern Motocross Park, Malvern. Info: 330/262-4945.

* OHIO MOTOCROSS - AMA/American Motosports Inc., Vinton Motocross Park, McArthur. Info: 614/596-2057.

OHIO MOTOCROSS - AMA/District 11, Shannon King Dirt Country, Blanchester. Info: 513/625-7350.

* OREGON ARENACROSS - On Trac Events, Portland Coliseum, Portland. Info: 702/267-4392.

PENNSYLVANIA SHORT TRACK 2 - Trail Way Speedway, AMA, Hanover. Info: 717/359-43100.

WASHINGTON ENDURO SCHOOL/BEGINNER - Puget Sound Enduro Riders, Shelton Fairgrounds, Shelton. Info: 360/491-1728.

Sun, April 20

* ALABAMA MOTOCROSS - Alabama Spring Motocross Series, Chandler Mountain MX Park, Steele. Info: 205/681-8317.

ALABAMA ENDURO - SETRA/Hillbilly Classic Enduro, Clanton. Info: 205/755-7414.

* ARIZONA MOTOCROSS - COP Promotions, Grand Canyon State Classic, Canyon Offroad Park, Peoria. Info: 602/971-3730.

* ARIZONA MOTOCROSS - Cerbat Motosport Club, Cerbat Motosport Park, Kingman. Info: 520/757-7438.

CALIFORNIA GRAND PRIX - CRC/Tri Race Series, Perris. Info: 805/272-8889.

* CALIFORNIA MOTOCROSS - GFI Racing, CRC Grand Prix, Perris Raceway, Perris. Info: 909/653-4042.

* CALIFORNIA MOTOCROSS - Cycleland Speedway, Chico. Info: 916/342-0063.

* CALIFORNIA MOTOCROSS - Roosters Motorcycle and 4x4 Super Store, Phillipsville. Info: 707/943-3029 or 923-2280.

CALIFORNIA MOTOCROSS - 1997 AMP Yoko/Yamaha of Modesto Spring Series Round 4, Hollister Hills Grand Prix Track, Hollister. Info: 209/656-9682.

* CALIFORNIA MOTOCROSS - The Salsa Motocross Series, The Final, Lemon Grove Motocross, Piru. Info: 805/521-0808.

CALIFORNIA ENDURO - Chaparrals MC, Teagle Wash, Red Mountain. Info 310/376-1329.

* CALIFORNIA MOTOCROSS - SSC Motocross, Hungry Valley. Info: 805/294-0020.714/528-3007.

CALIFORNIA VINTAGE MOTOCROSS - AHRMA/National MX Series, AMA, Sandhill Ranch, Brentwood. Info: 510/829-9386.

* CALIFORNIA MOTOCROSS - AMA/Motowest, Laguna Seca MX Park, Monterey. Info: 415/587-8678.

* IOWA HARE SCRAMBLES - AMA/District 22, Des Moines. Info: 515/285-6910.

* KANSAS MOTOCROSS - Sports Complex, Great Bend. Info: 913/842-8272 or 316/792-7513.

KENTUCKY MOTOCROSS - Pendleton County MC Park, Gardnersville. Info: 606/472-3442.

* KENTUCKY MOTOCROSS - AMA/Buffalo Creek Raceway, Grayson. Info: 606/836-0888 or 304/486-5244.

* MISSISSIPPI MOTOCROSS - AMA/Southern Sports Promotions, Harrison County Covered Arena, Gulfport. Info: 601/255-8110.

* NEVADA MOTOCROSS - Reno Over the Hill Gang, Spring Series Round 4, Fernley International Raceway, Fernley. Info: 702/867-2515.

* NEW JERSEY SEMI PRO MOTOCROSS - AMA/Jay Irwin/Ken Landerman Raceway Park, 11th annual Honda Big Bucks MX Shootout, Raceway Park MX, Englishtown. Info: 908/446-7800.

NEW JERSEY ENDURO - ECEA Round 4, Motorcycle Competition Inc., Stumpjumper, Warren Grove Firehouse, Warren Grove. Info: 609/758-8222.

* NEW MEXICO MOTOCROSS - AMA/New Mexico Competition Club, East Mountain Sports Park, Moriarty. Info: 505/888-7312.

* NEW YORK MOTOCROSS - Hunt Moto Park, WNYSC, Robinson Road, Hunt. Info: 716/476-2697.

* NEW YORK MOTOCROSS - AMA/Broome Tioga Sports Center Inc., Route 79, Binghamton. Info: 717/222-9290.

NEW YORK MOTOCROSS - ACE Motocross/AMA District 34 Championship Point Series, Suzuki Contingency, Modena. Info: 914/463-2093.

* OHIO MOTOCROSS - AMA/American Motosports Inc., Vinton Motocross Park, McArthur. Info: 614/596-2057.

* OHIO MOTOCROSS - MRA/Sandusky Valley Riders MC, Tiffin. Info: 419/425-1515.

OHIO MOTOCROSS - Amherst Series, Amherst Meadowlarks MC. Info: 216/988-4474.

* OREGON ARENACROSS - On Trac Events, Portland Coliseum, Portland. Info: 702/267-4392.

PENNSYLVANIA MOTOCROSS - Spring Series, Racer Productions Inc., Brownsville Luzerne Park, Brownsville. Info: 304/284-0084.

PENNSYLVANIA SHORT TRACK RAIN DATE - Trail Way Speedway, AMA, Hanover. Info: 717/359-4310.

PENNSYLVANIA HARE SCRAMBLES - AMA/District 6, Flying Dutchmen Motorcycle Club Inc., Pine Grove. Info: 717/345-6340.

SOUTH CAROLINA MOTOCROSS - AMA/U.S. Mega Series, Victory Sports Racing, Camp Coker MX, Society Hill. Info: 423/323-5497.

* SOUTH CAROLINA MOTOCROSS - Hardeeville MX, Hardeeville. Info: 912/748-6304.

* TEXAS MOTOCROSS - 25th annual GNC Texas Series, Mosier Valley DFW, Dallas/Fort Worth. Info: 214/351-9900.

TEXAS VINTAGE MOTOCROSS - Vintage Iron, Texas AHRMA Spring Series, Mosier Valley MX, Euless. Info: 281/497-3366.

WASHINGTON ENDURO - Shelton Valley Enduro/AMA National & Northwest Motorcycle Association Enduro Series/ Puget Sound Enduro Riders, Shelton Fairgrounds, Shelton. Info: 360/943-8694.

WEST VIRGINIA CROSS COUNTRY-GNCC, Racer Productions Inc., Wilderness Water Park, Clarksburg. Info: 304/284-0084.

Thurs, Apr 24

* ALABAMA MOTOCROSS - Alabama Spring Series, Ironman MX Park, Warrior. Info: 205/663-0963.

Fri, Apr 25

* CALIFORNIA SUPERCROSS - K-B Racing Promotions, Night Race, Sacramento Raceway, Sacramento. Info: 916/682-6123.

Apr 26-27

CALIFORNIA OLD TIMERS MOTOCROSS - Sierra, International Old Timers MX Association, Dixon. Info: 916/332-1052 or 408/867-9798.

CALIFORNIA OFF-ROAD POKER RUN - Hi Desert Charities/Bureau of Land Management, Barstow. Info: 619/252-3093.

CALIFORNIA DIRT TRACK - MC Promotions, AMA/District 36, Pro Short Track, Lodi Cycle Bowl, Lodi. Info: 209/544-1027.

CALIFORNIA ISDE QUALIFIER - Los Altos Dirt Riders, Cow Mountain, Lakeport. Info: 408/733-2767 or 415/282-6558.

NEVADA HARE AND HOUND - MRAN/USRA/SNDR, Panaca. Info: 702/459-6284.

OHIO MOTOCROSS - Russell Racing, Sunday Creek Raceway, Millfield. Info: 614/797-2413.

OREGON SIDECAR RACE - Oregon Motorcycle Road Racing Association, Portland International Raceway. Info: 503/241-9029.

Sat, Apr 26

* CALIFORNIA SPEEDWAY - Orange County Harley Blow-Out, Orange County Fairgrounds, Costa Mesa. Info: 714/492-9933.

CALIFORNIA SUPERCROSS, Full Blown Promotions, 97 FMF Southern California Supercross Series, AV Fairgrounds, Lancaster. Info: 805/942-1211 or 805/942-7880.

* CALIFORNIA MOTOCROSS - Racing Enterprises, Carlsbad Racing, Carlsbad. Info: 619/484-1441.

* FLORIDA MOTOCROSS - Night Race, Pepsi Air Dania Motocross Park, Dania-Ft. Lauderdale. Info: 305/321-9422.

FLORIDA MOTOCROSS - Dade City Raceway, Night Motocross, Dade City.

* INDIANA SHORT TRACK - Pro-Am AMA/Fast Track Racing, Bartholomew County Fairgrounds, Columbus. Info: 219/486-7172.

* IOWA GRAND PRIX - AHRMA 1 Hour Grand Prix, Des Moines. Info: 515/285-6910.

* KENTUCKY ARENACROSS - KTMXA, Paris Dirt Trackers Inc., Lyon County Fairgrounds, Eddyville. Info: 901/642-0511.

* NORTH CAROLINA SUPERCROSS - NAME/Night Time Series, Rolling Hills Cycle Park, Reidsville. Info: 910/342-4492.

NORTH CAROLINA MOTOCROSS - Newton Real Estate, 226 MX Series, Round 3 Kawasaki Yamaha of Hickory, Morganton. Info: 704/652-3758.

NORTH CAROLINA MOTOCROSS - Devils Ridge, AMA/District 29 Benefit Race, Sanford. Info: 919/776-1767.

* OHIO MOTOCROSS - CRA/Malvern Motocross Park, Malvern. Info: 330/262-4945.

* OHIO MOTOCROSS - MRA/Delta Raceway, Delta. Info: 419/822-3006.

Sun, Apr 27

* ALABAMA MOTOCROSS - Alabama Spring Motocross Series, Ironman MX Park, Warrior. Info: 205/663-0963.

CALIFORNIA GRAND PRIX - SRA Grand Prix, Carlsbad. Info: 714/957-2985.

CALIFORNIA MOTOCROSS - CRC/Dunestown Motocross, LA County Raceway, Palmdale. Info: 805/272-8889.

CALIFORNIA DESERT RACE - The Smitty's Cycle Center Mudhen V, Plaster City West. Info: 619/427-5759.

CALIFORNIA MOTOCROSS - Motowest Racing Ent., CMC Spring Classic MX Series, Hollister Hills. Info: 415/587-8678.

CALIFORNIA ROUGH SCRAMBLES - RS Racing Central California Championship Series, Madera Fairgrounds, Madera. Info: 209/661-0706.

* CALIFORNIA MOTOCROSS - California Mini Motorcycle Club, CMMC, Barona Oaks, Ramona. Info: 619/752-8252.

CALIFORNIA MOTOCROSS - GFI Racing, GFI Winter Series North - South Showdown, Perris Raceway, Perris. Info: 909/653-4042.

CALIFORNIA MOTOCROSS - 1997 AMP Yoko/Yamaha of Modesto Spring Series Round 5, Oatfield, Turlock. Info: 209/656-9682.

* CALIFORNIA MOTOCROSS - MW Promotions, High Point Series, Mammoth Bar OHV Area, Auburn. Info: 916/878-

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CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. **Calendar listings cannot be accepted over the phone**; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

2730 or 916/367-4920.

* CALIFORNIA MOTOCROSS - Over the Hill Gang MX, Lemon Grove, Piru. Info: 909/444-9411.

* CALIFORNIA NATIONAL 4 STROKE - AMA Western 4-Stroke, Round 2, American Motorcycle Association, Glen Helen ORV, White Brothers World 4-Stroke Championship, San Bernardino. Info: 909/880-3090 or 503/654-6340.

* CALIFORNIA MOTOCROSS - CMC/OTHG MX, Motowest, CMC Spring Classic, Round 2, Hollister Hills MX Track, Hollister. Info: 415/587-8678.

CALIFORNIA HARE & HOUND - Vikings MC, AMA District 37, Lucerene Valley Camp Rock Road, Lucerene. Info: 619/361-7414 or 310/376-1329.

* CALIFORNIA MOTOCROSS - CMC/Spring Series Round 2, Motowest Racing, Hollister Hills MX Track, Hollister. Info: 415/587-8678.

* FLORIDA ROAD RACE - CCS/Moroso Motorsports Park, West Palm Beach. Info: 561/793-3394.

FLORIDA MOTOCROSS - ProSports USA, Yamaha Sunshine State MX Championship Series, Sun State Raceway, Ona. Info: 407/333-2356.

ILLINOIS GRASS DRAGS - Rock River Riders, Club Grounds, Polo. Info: 815/232-2731.

ILLINOIS TRIALS - NITRO Motosports Park, Byron. Info: 847/888-1345.

INDIANA ENDURO - Plymouth Black Hawks MC Inc., Timber Trail Campgrounds, Culver. Info: 219/259-0103 or 219/842-2224.

IOWA ENDURO - Iowa Enduro Racing Association, Fremont. Info: 515/933-4872.

* IOWA MOTOCROSS - AMA/District 22, Motocross Series, Des Moines. Info: 515/285-6910.

* KANSAS MOTOCROSS - Sunflower State Series, Dragoon Creek, Lyndon. Info: 913/842-8272.

* KENTUCKY MOTOCROSS - AMA/Thorobred Series, Bluegrass Sports, Bluegrass Motocross Park, Clay City. Info: 606/744-5916.

KENTUCKY HARE SCRAMBLES - AMA/District 10 Series, Eagle Creek MC Park, Mason Lane, Owenton. Info: 606/472-3442.

* KENTUCKY MOTOCROSS - Full Throttle Promotions Inc., Hillbilly Raceway, Hatfield. Info: 606/353-4740.

* MARYLAND MOTOCROSS - AMA/District 7&13, Budds Creek Motocross Park, Budds Creek. Info: 301/475-2000.*

MISSISSIPPI MOTOCROSS - Motocross 886, Pontotoc. Info: 601/489-8316.

NEBRASKA SHORT TRACK - Kartwheels Speedway, Norfolk. Info: 402/887-5380.

NEW YORK TRIALS - AMA/District 4, Route 38, Locke. Info: 315/3647548.

* NEW YORK MOTOCROSS - AMA/District 34, Spring Series/Yamaha Contingency, Claverack Motocross, Hudson. Info: 518/828-6149.

NEW YORK MOTOCROSS - WNYSC/Silver Springs MX Park, Silver Springs. Info: 716/786-5596 or 716/786-2157.

* NORTH CAROLINA MOTOCROSS - Devils Ridge MX, AMA District 29, U.S. Eastern Pro-Am Series, Sanford. Info: 919/776-1767.

OHIO HARE SCRAMBLES - Russell Racing, Sunday Creek Raceway, Millfield. Info: 614/797-2413.

* OHIO 1/2 MILE DIRT TRACK - AMA/Semi Pro 600 Purse Championship Racing Enterprises Inc., Clark County Fairgrounds, Springfield. Info: 937/434-7750.

* OHIO MOTOCROSS - CRA/Western Reserve Motorcycle Club, Salem. Info: 330/337-8077.

OHIO HARE SCRAMBLES - CRA/Wagner Racing, Broken Spokes Raceway, New Philadelphia. Info: 330/682-9231.

OHIO MOTOCROSS - MRA/Delta Raceway, Delta. Info: 419/822-3006.

* OKLAHOMA HARE SCRAMBLES - OCCRA/Oklahoma Cross Country Racing Association, Stillwater. Info: 405/390-5227.

PENNSYLVANIA MOTOCROSS - Spring Series, Bellco Inc., Steel City USA, Delmont. Info: 304/284-0084.

PENNSYLVANIA MOTOCROSS - Sleepy Hollow Motocross, Fredericksburg. Info: 717/273-1180 or 717/273-9212.

PENNSYLVANIA ROAD RACE - Reduc Sportbike Association, Pocono International Speedway, Long Pond. Info: 215/625-0844.

PENNSYLVANIA MOTOCROSS - AMA/Hurricane Hills Sports Center Inc., Route 106, Clifford. Info: 717/222-9290.

TENNESSEE MOTOCROSS - AMA/US Mega Series, Victory Sports Racing, Muddy Creek Raceway, Blountville. Info: 423/323-5497.

TEXAS ROAD RACE - Pediatric Brain Tumor Foundation, Ride for Kids, Houston. Info: 800/253-6530 or 704/665-6891.

VIRGINIA HARE SCRAMBLES - VCHSS/Central Virginia 100, Dillwyn. Info: 757/255-4620.

WASHINGTON HARE SCRAMBLES - Rock Hopper Hare Scrambles, Northwest Motorcycle Association Offroad Series/Team Tortoise, Gold Bar. Info: 206/774-0505.

WASHINGTON POKER RUN - Wet Duck Poker Run, Northwest Motorcycle Association Poker Run Series/Tacoma MC, Tahuya Forest, Belfair. Info: 206/846-9854.

Fri, May 2

GEORGIA MOTOCROSS - Thunder Creek MX, High Falls, Jackson. Info: 912/994-6630.

* LOUISIANA MOTOCROSS - AMA/Southern Sports Promotions, St. Tammany Parish Exibition Center, Covington. Info: 601/255-8110.

* MICHIGAN MOTOCROSS - MRA/Milan Cycle City, Milan. Info: 313/241-1600.

* MONTANA INDOOR MOTOCROSS - Checkered Flag Productions, 4 Seasons Center, Great Falls. Info: 817/683-4742.

May 3-4

CALIFORNIA DUAL SPORT RIDE - AMA/California Trail Riders/Frazier Mountain 100 & Moonlight Madness Dual Sport Adventure, Hungry Valley SVRA/Los Padres National Forest, Gorman. Info: 714/992-9291.

NEW HAMPSHIRE ROAD RACE/SIDECARS - U.S. Classic Racing Association, New Hampshire International Speedway, Loudon. Info: 603/435-8188.

* NEW YORK MOTOCROSS - Loretta Lynn's Area Qualifier, AMA, Frozen Ocean MX Park Inc., RD2, Auburn. Info: 315/784-5466.

* OHIO 1/2 MILE DIRT TRACK - AMA/Pro Am/Amateur Fast Track Racing, Van Wert County Fairgrounds, Van Wert. Info: 219/486-7172.

Sat, May 3

* CALIFORNIA SPEEDWAY - 25-Lap Classic Championship Speedway and Pro Am 600, Orange County Fairgrounds, Costa Mesa. Info: 714/492-9933.

CALIFORNIA MOTOCROSS - Amateur/Pro, AMA/FIM Hangtown Motocross Classic, Dirt Diggers North MC Inc., Prairie City, SVRA, Sacramento. Info: 800/Hangtown.

* CALIFORNIA MOTOCROSS - Racing Enterprises, Carlsbad Raceway, Carlsbad. Info: 619/484-1441.

CALIFORNIA WESTERN REGIONAL TT - AHRMA/Argyll Park, Dixon. Info: 916/678-3592.

CALIFORNIA SUPERCROSS - Full Blown Promotions, 1997 FMF Southern California Supercross Series, AV Fairgrounds, Lancaster. Info: 805/942-1211 or 805/942-7880.

* CALIFORNIA SHORT TRACK AND TT - Lodi MC, Morse Road, Lodi. Info: 209/544-1027.

* FLORIDA MOTOCROSS - Night Race, Pepsi Air Dania Motocross Park, Dania-Ft. Lauderdale. Info: 305/321-9422.

FLORIDA MOTOCROSS - Dade City Raceway, Night Motocross, Dade City.

* GEORGIA MOTOCROSS - AMA/Trans-MX Series, Round 3 Sport Star Inc., Road Atlanta MX, Braselton. Info: 770/493-1792.

* LOUISIANA MOTOCROSS - AMA/Southern Sports Promotions, St. Tammany Parish Exibition Center, Covington. Info: 601/255-8110.

* LOUISIANA DIRT TRACK - Swampland Raceway, Grand Prairie. Info: 318/363-3734 or 318/363-3371.

* MICHIGAN MOTOCROSS - Dirt Riders Motorsports Ltd., District 14, AMA, Log Road Motocross, Coldwater. Info: 419/636-5430.

* MONTANA INDOOR MOTOCROSS - Checkered Flag Productions, 4 Seasons Center, Great Falls. Info: 817/683-4742.

* NEW JERSEY DRAG RACING - Ken Landerman Raceway Park, Top Street Motorcycle Championships, Raceway Park Dragstrip, Englishtown. Info: 908/446-7800.

NEW YORK MOTOCROSS - AMA/Island Motocross of New York Inc., Bridgehampton Race Track, Bridgehampton. Info: 516/924-2399.

* NORTH CAROLINA MOTOCROSS - Daniels Ridge Supercross Spring & Summer Series, Taylorsville. Info: 704/635-8635 or 758-4342.

* OHIO MOTOCROSS - CRA/Malvern Motocross Park, Malvern. Info: 330/262-4945.

* OHIO MOTOCROSS - MRA/Delta Raceway, Delta. Info: 419/822-3006.

PENNSYLVANIA SHORT TRACK- Trail Way Speedway, AMA, Hanover. Info: 717/359-4310.

Sun, May 4

CALIFORNIA MOTOCROSS - Amateur/Pro, AMA/Fim Hangtown Motocross Classic, Dirt Diggers North MC Inc., Prairie City SVRA, Sacramento. Info: 800/Hangtown.

CALIFORNIA MOTOCROSS - AHRMA/Western Regional MX Series, Argyll Park, Dixon. Info: 916/678-3592.

* CALIFORNIA MOTOCROSS - Over the Hill Gang Motocross, Castaic. Info: 909/444-9411.

* CALIFORNIA MOTOCROSS - AMA/Western 4-Stroke MX Series, Round 3, American Motorcyle Association, Dirt Diggers North MC, Prairie City SVRA Park, Sacramento. Info: 800/426-4869 or 503/654-6340.

CALIFORNIA DUAL SPORT- AMA/Ridge Runner 250, 7th Annual, Hollister Hills OHV, Hollister. Info: 408/688-2857 or 439-6137.

CANADA MOTOCROSS - MRA/Learnington Raceway, Ontario. Info: 519/326-3447.

* COLORADO MOTOCROSS - AMA/RMXA, Semi Pro with Youth, NMA Qualifier, Aztec Family Raceway, Colorado Springs. Info: 719/473-6723 or 303/271-0190.

FLORIDA ENDURO - Battlefield Enduro, River City Dirt Riders, Osceola National Forest, Olustee. Info: 904/645-1815.

FLORIDA MOTOCROSS - ProSports USA, Yamaha Sunshine State MX Championship Series, Orlando MX Park, Orlando. Info: 407/333-2356.

ILLINOIS PARTS SHOW - J&P Promotions, 16th Annual Motorcycle Parts Show, Will County Fairgrounds, Peotone. Info: 319/462-4668.

* KENTUCKY MOTOCROSS - AMA/Thorobred Series, Bluegrass Sports, Bluegrass Motocross Park, Clay City. Info: 606/744-5916.

* KENTUCKY MOTOCROSS - AMA/Buffalo Creek Raceway, Grayson. Info: 606/836-0888 or 304/486-5244.

* LOUISIANA MOTOCROSS - AMA/Southern Sports Promotions, St. Tammany Parish Exibition Center, Covington. Info: 601/255-8110.

MARYLAND MOTOCROSS - Antietam Motorcycle Club, AMA/District 7, Howell Road, Hagerstown. Info: 301/797-8686 or 301/797-1607.

* MICHIGAN MOTOCROSS - Dirt Riders Motorsports Ltd., District 14, AMA, Log Road Motocross, Coldwater. Info: 419/636-5430.

NEBRASKA ENDURO - Pine Ridge Cycle Association, Crawford. Info: 308/665-2059.

* NEW JERSEY SEMI PRO MOTOCROSS - AMA/Jay Irwin/Ken Landerman Raceway Park, Raceway Park MX, Englishtown. Info: 908/446-7800.

NEW YORK TRIALS - AMA/District 4, Clark Hollow Road, Elmira. Info: 607/732-8396.

NEW YORK MOTOCROSS - AMA/District 34, Spring Series, Suzuki Contingency, Diamondback, Suzuki, Modena. Info: 914/795-5697 or 914/565-3651.

* NEW YORK MOTOCROSS - Hunt Motocross Park, 8th Annual Dunlop Day, WNYSC, Robinson Road, Hunt. Info: 716/476-2697.

NEW YORK POKER RUN - Square Deal Riders MC, Conklin Cycle, Binghamton. Info: 607/775-0770 or 724-1411.

* NEW YORK MOTOCROSS - AMA/CNYMRA and Frozen Ocean MX Park Inc., RD2, Auburn. Info: 315/784-5466 or 784-5517.

NORTH CAROLINA MOTOCROSS- U.S. Eastern Pro-Am Motocross Spring Series, AMA/Birch Creek Motosports Inc., Rolling Hills Cycle Park, Reidsville. Info: 804/724-4392 or 836-0710.

* NORTH CAROLINA MOTOCROSS - Spring Series, Dirt World Promotions, Montrose MX Park, Raeford. Info: 919/554-4467.

NORTH CAROLINA HARE SCRAMBLES - Devils Ridge North Carolina Hare Scramble Series, Sanford. Info: 919/776-1767.

PENNSYLVANIA MOTOCROSS/POKER RUN - AMA/District 6, Flying Dutchmen Motorcycle Club Inc., Pine Grove. Info: 717/345-6340.

SOUTH CAROLINA MINI ROAD RACING - Smoky Mountain Mini Road Racing Association, Palmetto Supertrack, Elgin. Info: 704/531-2797.

* SOUTH CAROLINA MOTOCROSS - Hardeeville MX, Hardeeville. Info: 912/748-6304.

* TENNESSEE MOTOCROSS - TNT MX Park, Milan. Info: 901/987-3029 or 987-9633.

TEXAS MOTOCROSS - 25th Annual GNC Texas Series, 290 Motocross, Waller. Info: 409/931-2000.

VIRGINIA HARE SCRAMBLES - VCHSS/Blue Ridge, Martinsville. Info: 757/255-4620.

VIRGINIA MOTOCROSS - AMA/U.S. Mega Series, Victory Sports Racing, Pro Sport MX, Wytheville. Info: 423/323-5497.

* WISCONSIN MOTOCROSS - Lake Geneva Raceway, Sun-Triplecross Points, Area Qualifier, Bloomfield Road, Lake Geneva. Info: 815/728-0823.

WASHINGTON CLEAN-UP - Northwest Motorcycle Association & Pacific Northwest Four Wheel Drive, Reiter Pit, Gold Bar. Info: 360/387-0290.

Fri, May 9

CALIFORNIA INDOOR MOTORCYCLE SWAPMEET - Intershows Motorcycle Swapmeet, Orange County Fairgrounds, Costa Mesa. Info: 714/364-2542.

* CALIFORNIA SUPERCROSS - K-B Racing Promotions, Night Race, Sacramento Raceway, Sacramento. Info: 916/682-6123.

* KENTUCKY ARENACROSS - KTMXA, Paris Dirt Trackers Inc., Lyon County Fairgrounds, Eddyville. Info: 901/642-0511.

* MICHIGAN MOTOCROSS - MRA/Milan Cycle City, Milan. Info: 313/439-7735.

* WISCONSIN STADIUM MOTOCROSS - Lake Geneva Raceway, Night Race, Bloomfield Road, Lake Geneva. Info: 815/728-0823.

May 10-11

CALIFORNIA DESERT RACE - Off-Road Endurance World Championships, Plaster City West. Info: 619/427-5759.

CALIFORNIA DUAL EURO SCRAMBLES - AMA/District 37, Badgers, Red Mountain. Info: 310/376-1329.

NEW JERSEY SWAPMEET/ENDURO - Ridge Rider M/C Enduro Club, Waterloo Village Concert Field, Stanhope. Info: 201/361-3733.

Sat, May 10

CALIFORNIA MOTOCROSS - Motowest Racing Ent., Club Moto, Night MX, Rnd 4, Livermore. Info: 415/587-8678.

* CALIFORNIA MOTOCROSS - Roosters Motorcycle and 4x4 Super Store, Phillipsville. Info: 707/943-3029 or 923-2280.

CALIFORNIA SPEEDWAY - Mothers Day Mayhem, International Speedway, Orange County Fairgrounds, Costa Mesa. Info: 714/492-9933.

* CALIFORNIA MOTOCROSS - Racing Enterprises, Carlsbad Raceway, Carlsbad. Info: 619/484-1441.

* FLORIDA MOTOCROSS - Night Race, Pepsi Air Dania Motocross Park, Dania-Fort Lauderdale. Info: 305/321-9422.

FLORIDA MOTOCROSS - Dade City Raceway, Round 6, Dade City.

* NEW JERSEY MOTORCYCLE DRAG RACING - Ken Landerman Raceway Park, Top Street Motorcycle Championships, Raceway Park Dragstrip, Englishtown. Info: 908/446-7800.

* NORTH CAROLINA SUPERCROSS - NAME/Night Time Series, Rolling Hills Cycle Park, Reidsville. Info: 910/342-4492.

NORTH CAROLINA MOTOCROSS - Newton Real Estate, 226 MX Series, Round 5 Suzuki of Gastonia, Morganton. Info: 704/652-3758.

OHIO MOTOCROSS - AMA/District 11, Shannon King Dirt Country, Plus Quads, Blanchester. Info: 513/625-7350.

* OHIO MOTOCROSS - MRA/Delta Raceway, Delta. Info: 419/822-3006.

WASHINGTON TRAIL RIDE - Northwest Motorcycle Association Ladies Trail Ride, Tahuya Forest, Belfair. Info: 360/366-7223.

WASHINGTON DIRT TRACK TT SCRAMBLES - AMA/Mount St. Helens MC, Castle Rock Race Park, Season Opener, Castle Rock. Info: 360/274-8700.

* WASHINGTON MOTOCROSS - AMA/Loretta Lynn Qualifier and Regular races, Washougal Motocross. Info: 541/673-1671.

WISCONSIN SHORT TRACK - AMA/Aztalan Cycle Club Inc., at the Clubgrounds, Lake Mills. Info: 414/353-5920.

Sun, May 11

* ALABAMA MOTOCROSS - Alabama Spring Motocross Series, Kilpatrick Motocross, Kilpatrick. Info: 205/561-3495.

CALIFORNIA ROUGH SCRAMBLES - RS Racing Central California Championship Series, Madera Fairgrounds, Madera. Info: 209/661-0706.

* CALIFORNIA MOTOCROSS - AMA/Western 4-Stroke National, Round 4, American Motorcyclist Association, Glen Helen ORV, San Bernardino. Info: 909/880-3090 or 909/880-1733.

FLORIDA MOTOCROSS - ProSports USA, Yamaha Sunshine State MX Championship Series, Motocross of Marion County, Reddick. Info: 407/333-2356.

ILLINOIS MOTOCROSS - Tri City MC Club, AMA/District 88, NMA Qualifier, Quad Cities, Coal Valley. Info: 309/799-3882.

ILLINOIS TRIALS - Rock River Riders, Club Grounds, Polo. Info: 815/232-2731.

* KENTUCKY MOTOCROSS - Daniel Boone Motocross Park, London. Info: 606/877-1364.

* KENTUCKY MOTOCROSS - AMA/Buffalo Creek Raceway, Grayson. Info: 606/836-0888 or 304/486-0888.

* MARYLAND MOTOCROSS - AMA/District 7&13, Budds Creek Motocross Park, Budds Creek. Info: 301/475-2000.

* NEW YORK SHORT TRACK - Square Deal Rider MC, AMA, SDR Raceway, Harpurville. Info: 607/775-0770 or 693-2634.

NEW YORK MOTOCROSS - AMA/District 34, Spring Series, Suzuki Contingency, Walden Playboys MX, Walkill. Info: 914/561-2126.

MOTOCROSS - Sunset Ramblers, Motorcycle Club of Galion, Info: 419/562-6931.

OHIO HARE SCRAMBLES - MRA/Delta Raceway, Delta. Info: 419/822-3006.

PENNSYLVANIA MOTOCROSS - Sleepy Hollow Motocross, Fredericksburg. Info: 717/273-1180 or 717/273-9212.

PENNSYLVANIA GRAND NATIONAL CROSS COUNTRY - Bike Only, Racer Productions Inc., Brownsville Luzerne Park, Brownsville. Info: 304/284-0084.

PENNSYLVANIA MOTOCROSS - AMA/Hurricane Hills Sports Center Inc., Route 106, Clifford. Info: 717/222-9290.

FREE CALENDAR LISTINGS

Calendar listings are a free service. Type or legibly print all the information asked for below and mail to Cycle News Calendar, P.O. Box 498, Long Beach, CA 90801-0498. Calendar listings cannot be accepted over the phone; we must have a complete Calendar listing form. Listings must be received by the close of business on Wednesday for publication in the following week's issue.

Event date: _____

Type of event: _____ Pro Payback: ❑ Yes ❑ No

Event sanction/promoter/sponsoring club: _____

_____

Location of event: _____

_____

City/Town: _____ State: _____

Phone Number (with area code): ( ) _____

Your name: _____

WANT ADS

HELP WANTED

Parts Person
Northern California largest Kawasaki & Yamaha shop needs top notch parts people. Must be a team player and have "customer comes first" attitude. Fax your application to Dave at Hayward Kawasaki Yamaha. Fax (510)537-4283 Phone (510)537-2257. CA. (207-TFN)

Service Technicians
Rapidly expanding 35 year multi-line dealership in need of experienced technicians to join our team in a newly opened location. All levels needed to man this 5,000 square foot service department. Located 20 minutes from Pittsburgh you'll enjoy excellent living and working conditions. Competitive compensation and benefits package. If you enjoy a fast pace environment an want to grow with us send resume with references to Mike at World of Cycles 8070 Ohio River Boulevard, Pittsburgh, PA 15202 or call (412)766-9211 fax (412)766-1285. PA. (215-18)

White Brother R&D
We need it all! Off road, sportbike, Harley & watercraft. Creative product development, engine building, Dyno & flowbench experience is what gets you in. Comprehensive package for the person who has it all and wants it all. Send resume to Dept. H/R, 24845 Corbit Place, Yorba Linda, CA 92887 or Fax (714)692-3409. CA. (214-16)

Salesperson Needed
We are looking for experienced sales people for No. California largest Kawasaki/Yamaha dealership. We have the product to support your goals. Liberal commission base. Fax application and resume to Kevin at Hayward Kawasaki Yamaha. Fax (510)537-4283 Phone (510)537-2257. CA. (207/TFN)

Service Manager * Technician Parts & Accessories Salespersons
Do to expansion and being one of the biggest multiple franchised dealers in the country we are in need of an aggressive career minded Service Manager, two Technicians and experienced Parts and Accessories Salespersons. These are long term positions and we need the right people to grow with us. One of the best income and benefit packages available, for confidential interview please call John Burley at (703)237-3400 or fax resume to (703)534-0839. Coleman Powersports. VA. (209-16)

MOUNTAIN MOTORSPORTS IS NOW taking applications for salesmen, parts counter people, setup and service technicians. Come join one of the largest and most established multi-line stores in the inland empire. We offer growth, a health plan, vacation and top pay for top performers. Contact Shawn Packer (909)988-8988. CA. (201/TFN)

Parts People
Southern Florida's largest Yamaha dealership needs top notch parts people. Must be a team player and have a "customer comes first" attitude. Yamaha watercraft knowledge is a must. Spanish speaking and computer literate a big plus - multiple positions available. Fax your resumes to Pat at Riva Yamaha (954)785-2535. FL. (215-16)

Service Technicians
From entry level to 10 veterans (improve your income and lifestyle). Needed for #1 Yamaha dealerships in the mid south, 3rd largest in the nation, 17 years in business, 2 locations. Move to the friendly south. Great hunting/fishing & benefits, pay based on attitude, eagerness, and experience. salary or hourly available, insurance program factory school pay *5 day work week paid vacations/holidays moving allowance, friendly southern staff, new shop equipment, confidential. Call and let's talk about it. The Great Outdoor Store, Dyersburg, TN. & Jackson, TN. Ask for Stuart. (901)824-1000, fax (901)824-1004 TN (312-15/TFN)

Service Techs.
Come live on the beautiful California Coast. Top pay for top techs now! Del Amo Motorsports. (310)372-8891, Fax (310)379-2730. CA. (213-16)

Performance Tech Needed
Experienced, motivated, self-starter needed for technically challenging independent dealer. Primarily Japanese, but some Harley and late Ducati. Good work habits and attention to detail a must. Dyno and flowbench experience preferred. Motorcycle Performance, ask for Bill. (608)238-1195. WI. (313-16)

MECHANICS, CONFIDENT, knowledgeable. No MMI or AMI necessary. Excellent pay and benefits. McCoys Harley BMW Green Bay. (800)236-1729. WI. (214-17)

SOUTHERN CALIFORNIA Honda, Kawasaki, Polaris dealer looking for experienced, commissioned mechanics, parts counter person, service manager and sales people. Call John (818)287-6167. CA. (214-18)

M/C Tech. Needed Immediately
For any brand in busy southwest Florida dealership. Full time. $40,000 plus benefits, relocation allowance and more. Experienced only. Fax application / resume (941)275-6448 Attention: Scott. FL. (214-17)

Immed. Opportunity For Serv. Mgr.
Busy southwest Florida Kawasaki / Sea-Doo / Triumph dealership. Great pay plan plus benefits. Sunny location. Fax application / resume (941)275-6448. Attention: Scott. FL. (214-17)

Technician / Parts
Very busy multi-line Japanese service facility. Great weather and benefits. Pro's only. Please call Steve (602)964-4754 or fax (602)962-8607. Mesa, Arizona. AZ. (214-16)

Parts Manager
Busy Honda dealer in south Florida. Pay based on experience. Salary, commission, benefits. We need a take charge person with good organizational skills and retail experience. (954)971-8870. FL.(214/TFN)

Technician Wanted
Honda, Polaris, Sea-Doo dealer looking for technician. Call Tom at (847)884-6677. IL. (314-15)

Service Technicians
Country atmosphere with big city benefits. Two immediate openings for full time, year round technicians. Busy multi-line dealership on the coast just north of Los Angeles. Honda, Suzuki, Kawasaki, Yamaha, Ducati, Triumph and watercraft. Top pay and benefits including factory schooling, medical, and vacations, for career minded individuals. Cal Coast Motorsports. Ventura - Oxnard. Call Craig for a frank and confidential discussion about your future at: (805)340-1389. CA. (215-17)

Personable Parts Help Needed
Busy southern California Kawasaki dealer looking for knowledgeable parts people to fill positions in our parts department. Seeking persons with good customer communication and computer skills. We offer a health plan, dental plan and vacation benefits. Wages based on experience. Call Dennis at (909)781-5967 or fax resume to (909)781-8047. Kawasaki of Riverside 1575 University Avenue, Riverside, CA 92507. CA. (215-16)

Yamaha / Arctic Cat Dealer
Based in south eastern Wyoming looking for experienced technician. Excellent pay plan for motivated person. (307)755-5050. WY. (315-16)

$$$Sales$$$
Top Southern California motorcycle/watercraft/ATV dealer forecasting 50% increase in business for the 1997 season! New management, great pay, fun environment plus an ideal location. Some experience helpful, will train the right individual. Call Art Myers at Whittier Honda/Kawasaki/Suzuki/ Sea-Doo Fun Center. (562)945-3494, Fax (562)693-9478. CA. (215-20)

Sales Manager Trainee
Extremely busy Southern California motorcycle/watercraft dealership seeks experienced motorsports salesperson. New management forecasting 50% growth for the 1997 season. Qualifications include knowledge of Lightspeed, Desking, F&I, closing and inventory control. Come join the fun and the sun at the Whittier Honda / Kawasaki/ Suzuki / Sea-Doo Fun Center! Call Art Myers at (562)945-3494, or fax (562)693-9478. CA. (215-20)

FULL LINE KAWASAKI YAMAHA dealer seeks hard working mechanic willing to grow with dealership. Dealership is located in Alcoa which is in East Tennessee at the foot of the Smoky Mountains. Pay commensurate with experience and performance. Send resume and references to Charlie Jansing at 2211 Canterbury Circle Maryville, Tennessee 37803. TN. (215-16)

Salesperson
Yamaha, Suzuki, motorcycle, watercraft, jet boat dealer looking for experience salesperson. F&I experience a plus. Competive salary and commission. Apply at Simi Valley Cycle (805)522-3434 or fax resume to (805)522-0764. CA. (315-17)

Service Manager / Mechanic
Needed experienced service manager / mechanic for new dealership in Wilmington, N.C. Excellent pay plus benefits. Call for details. (910)452-6353. NC. (315-16)

Experienced Parts Manager
Must be experienced in multi-line parts and accessories for American motorcycles. Excellent pay plus benefits. (910)452-6353. N.C. (315-16)

Come To Texas
Single line Yamaha pilot store in business 23 years needs motorcycle, ATV, watercraft technician. Uniforms, insurance, vacation provided. Move to southeast Texas and ride year round. Fax resume with references (713)941-0481. Immediate openings. Call Buddy (713)941-1991. TX. (315-16)

Veteran Technicians
Needed for fast growing Yamaha /Kawasaki dealer. Troubleshooters with complete knowledge of motorcycles, ATV's and watercraft. If your looking for long term employment, good pay and benefits fax resume to (407)275-3189 or call (407)273-3579 Jim. FL. (215-16)

Parts / Accessory Sales
Malcolm Smith Motorsports has three immediate openings for experienced, self-motivated, customer service oriented individuals in our successful eight line motorcycle personal watercraft dealership in southern California. Parts department applicants should possess previous experience in the motorcycle or personal watercraft industry. Good mechanicla knowledge and OE hard parts eexpertise a plus. Accessory sales postion requires exceptional customer service and retail desplay creativity skills. Riding enthusiasts preferred for all positions. We offer a competitive wage and benefit package in a progressive, enthusiast driven environment. Contact John Stanley at (909)687-1300 or fax resume to (909)687-3819. CA. (215-16)

Sales-Service-Parts
Large Seattle area Honda Suzuki dealer looking for qualified and motivated people for all departments. Hinshaw's Motorcycle Store. (206)939-7164. Fax resume Attn: Ron (206)939-2346. WA. (216-17)

Hon. Kaw. of Santa Monica
Now hiring all positions. Cashiers, sales, parts, techs. Ask for Patty or Edward. (310)450-4643. CA. (216-19)

Joker Machine
Needs shipping and parts person. Call Geoff at (818)334-9371. CA. (116)

Yoshimura R&D
We are now hiring for order desk and customer service. Successful candidate must have basic knowledge of motorcycles. Call or fax resume to Walter Wells (909)628-4722 (909)591-2198. CA. (216-17)

Motorcycle / ATV Tech.
With 3 years experience. Honda Polaris Yamaha dealer, central coast California. Top pay to right person. Call (805)237-8913. CA. (216)

Darcy racing Specialties
Professional engine builder, tuner, mechanist, perfectionist. Top pay for right person. Fort Worth. (817)834-7223. TX. (316)

Assistant Buyer
Race Tech, the leading manufacturer of aftermarket motorcycle suspension components, is now accepting applications for the position of assistant buyer. Excellent organizational, communication and problem-solving skills necessary. Buying experience a plus, but not required for this entry level position. Fax resume to (909)594-6682, Attention: Jason, Pomona, CA. (216)

Membership Development Director
The American Motorcyclist Association, a 200,000+ member national motorcycling organization located in Westerville, Ohio (a suburb of Columbus) is seeking a Membership Development Director. Responsibilities include recruitment and retention program management, benefits promotion and member services department management. We offer a competitive salary and benefits package. Send resume and salary requirements to: American Motorcyclist Association, Human Resources Director - MDD, 33 Collegeview Road, Westerville, OH 43081-1484. OH. (216-17)

Development Professional Sought
Established museum sponsored by 200,000 member association near Columbus, Ohio seeks qualified professional to build diversified fundraising program for non - profit foundation. Must have experience with planned giving, direct mail, major gifts, advertising and special events. Enthusiasm for motorcycling a plus. National donor file in place. Competitive compensation package, a supportive staff and volunteer board awaits the right applicant/ Send resume to : American Motorcyclist Association, Human Resources - RDD, 33 Collegeview Road, Westerville, OH 43081. OH. (216-17)

Service Manager
A most progressive multi-line dealership and ATV and watercraft needs a service manager with organizational skills and Light Speed and warranties know how. Top salary plus commission. Fax (909)699-7307. CA. (216-17)

ASSISTANT PARTS MANAGER: established Honda Kawasaki Yamaha Sea-Doo dealer in Daytona Beach, FL. Looking for organized customer oriented individual with experience. Knowledge of Lightspeed helpful. Excellent salary and benefits. Fax resume to Chris. (904)253-6796. (216)

Set Up PDI / Sales
Need experienced set up and PDI person, also experienced salesperson for fun beach location. Call Mike. (714)536-7555. CA. (216)

Pacific Northwest
Portland's premiere motorcycle enthusiasts store looking for high caliber parts / accessories salespeople and qualified mechanics. Portland Sport Touring Center (503)257-7047 or fax resume (503)257-5001. OR. (216-17)

Motorcycle / Watercraft Tech.
Large mult - line dealership is looking for experienced technicians with a good working knowledge of motocycles, ATV's, PWC and jet boats. Must be a self starter with a positive attitude. We offer a competitive pay. Call (562)427-2779, (714)527-9144 or fax resume to (562)427-3286 Attention: Dean. CA. (216-17)

Honda Technician
Long time, established, busy Honda dealership needs full time experienced technician. Five day work week. Top pay for top technician. Benefits. Glendale. Please call Brian (818)246-2461 or fax resume (818)246-4586. CA. (216-17)

White Brothers R&D
If your looking for a great opportunity look no further. White Brothers is currently searching for a R&D technician. The ideal candidate will have a strong technical background in the various motorcycle and watercraft markets. The candidate will have experience in creative product development, engine building, Dyno and Flowbench. We offer a great comprehensive package and a professional working environment. Send your resume and salary history to Dept. H/R, 24845 Corbit Place, Yorba Linda, CA 92887 or fax (714)692-3409. CA. (216-TFN)

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Established large dealership. All inventory, shop tools, computer, phone system. Large parts department, fork lift. Excellent pwc sales. Part down balance owner will finance. Division DD, P.O. Box 498, Long Beach, CA 90801. CA. (215-17)

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Rick "Super Hunky" Sieman is holding weekend writing classes in Baja. Details: (011)52-661-33480. (015-16)

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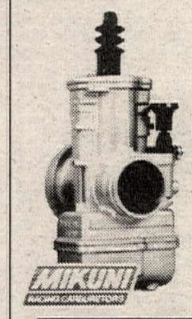

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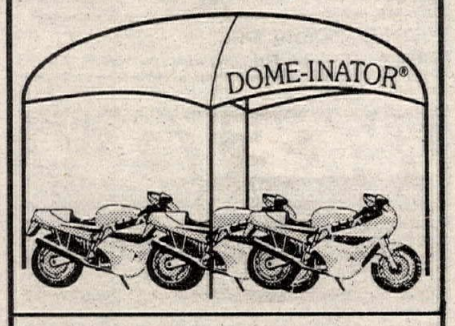

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2 CZ250'S. 1972 Square Barrel. 1973 Radial Head. $495 each. (908)462-2084. NJ. (314-16/C)

Bultaco Parts Wanted
Needed exhaust Matador MK-5, owner manuals, Bultacos and parts. Spain. Fax 011-34-85325828. (314-16/C)

'73 Z-1 KAWASAKI $2,200 / obo. (714)843-9854. CA. (115-16/C)

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Want 350 Jawa Twin. Californian model OK. Prefer Eastern European body work. Good bikes only (505)984-7363. NM. (115-18/C)

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Knoxville, Tennessee. April 27. Chilhowee Park. All brands. (423)688-5346, (423)687-0331. TN. (115-16/C)

1972 HUSKY 400, 1974 Rickman 125, 1977 Yamaha TT 500 (orange), all bikes mint condition. (602)972-3685. AZ. (316/C)

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Champion/ C&J / Dick Mann TT500. Top dollar paid. Please contact Rod Lake (408)267-0944. CA. (316-19/C)

Swap Meet & Vintage Races
Corsa Moto Classica -Concours, show, swap meet, Sunday, April 27. AHRMA Road Races, Saturday and Sunday. $50 open practice and race school Friday. Willow Springs. CA. (316-17/C)

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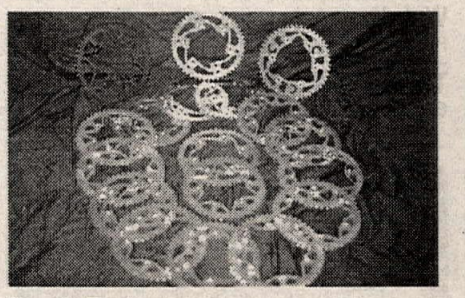

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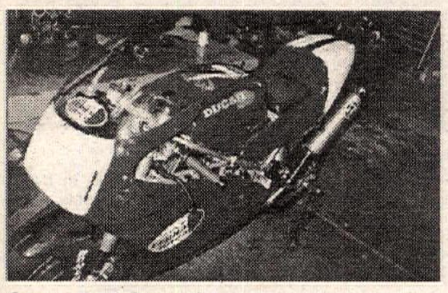

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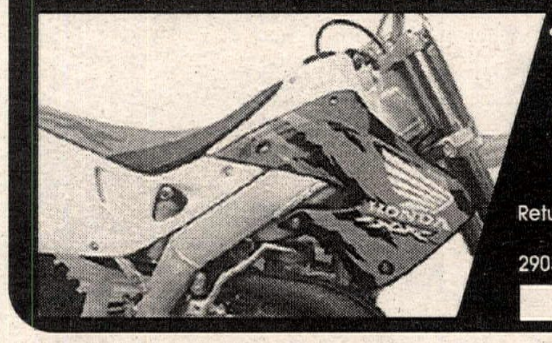
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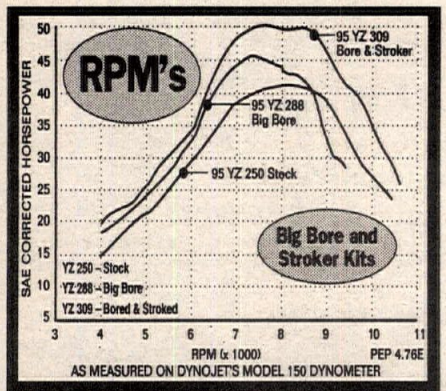

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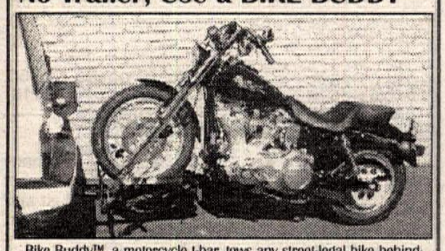

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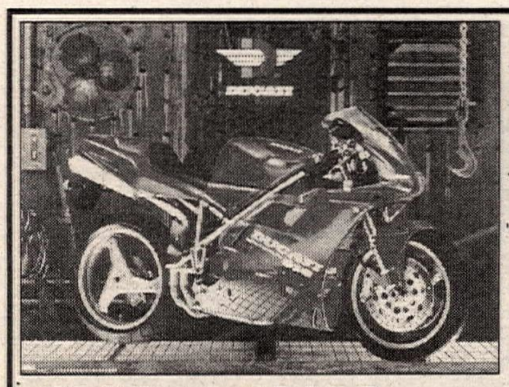

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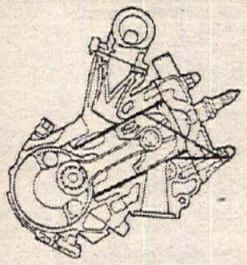

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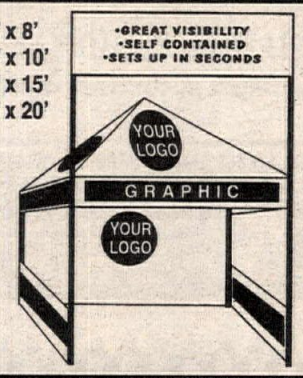

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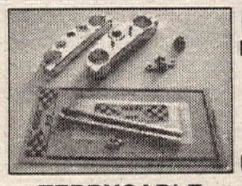

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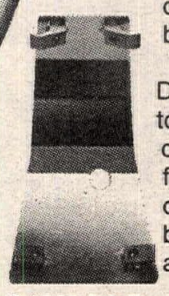

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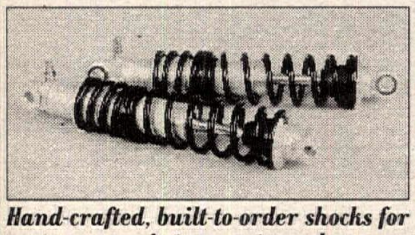

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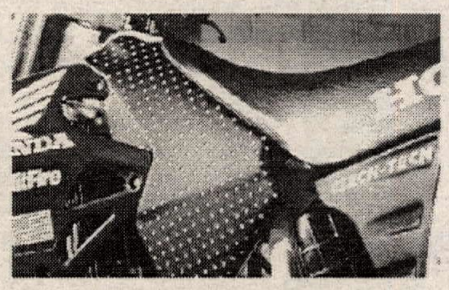

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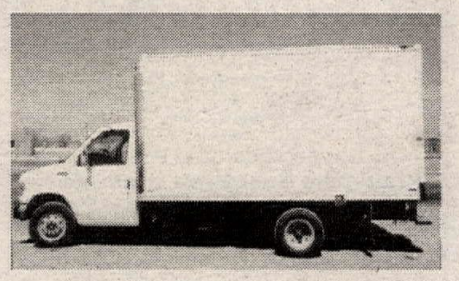

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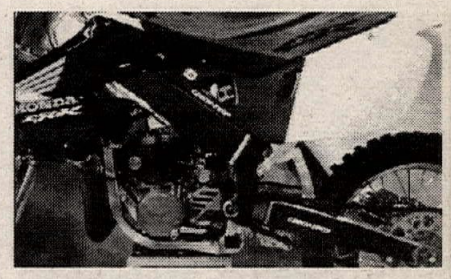

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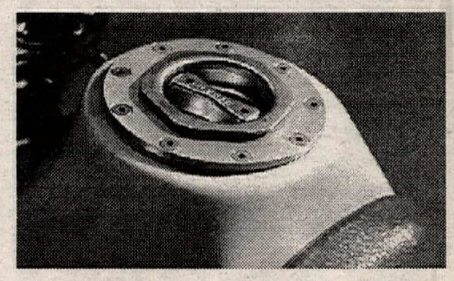

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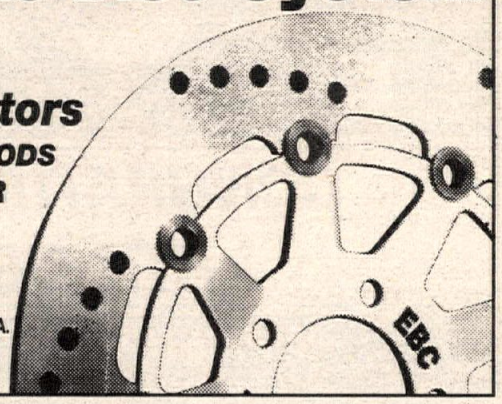

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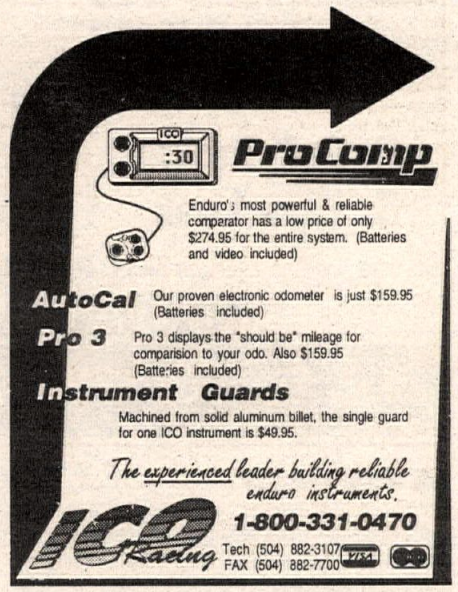

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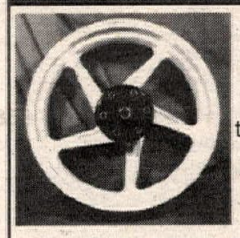

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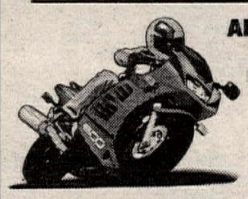

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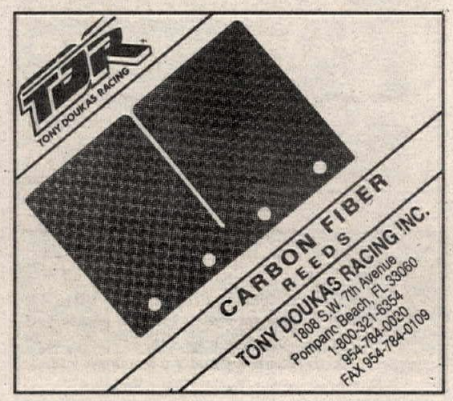

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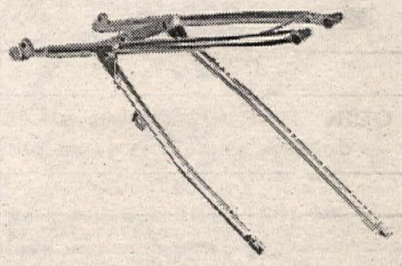

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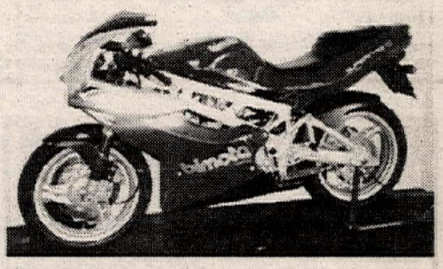

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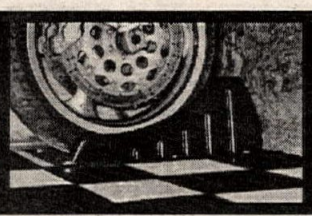

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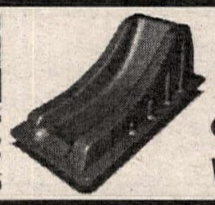

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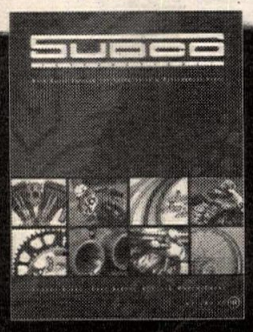

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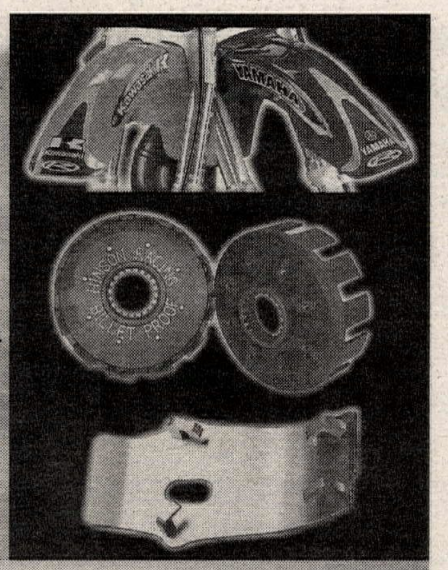

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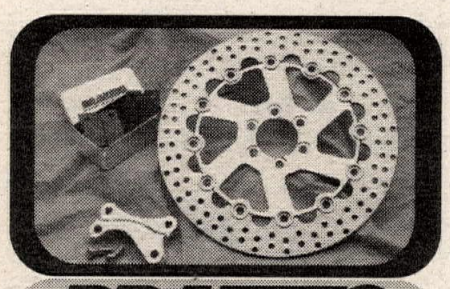

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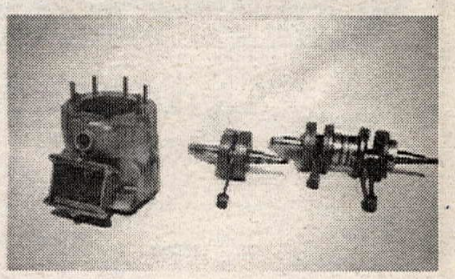

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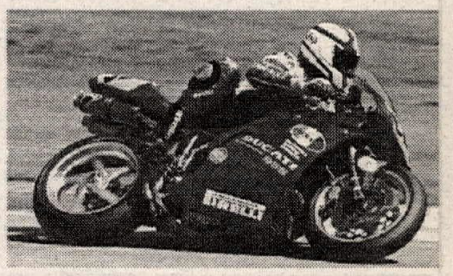

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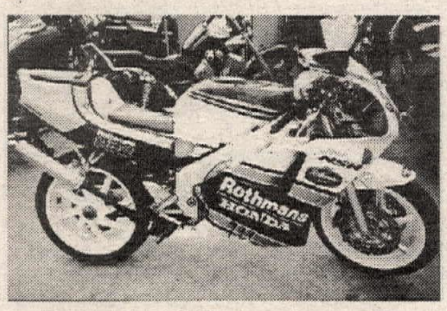

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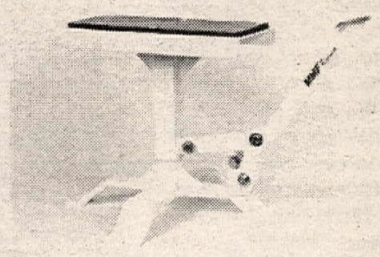

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IN FOCUS

BY JIM TALKINGTON

When Paul Edmondson won the recent Loretta Lynn's combined Grand National Cross Country/AMA National Hare Scrambles, it was one of the best possible things to happen in the sport of off-road racing in America.

Boy, am I going to take some heat for that statement.

Edmondson's arrival has not been without controversy, firstly with his recruitment to Suzuki meaning that Randy Hawkins would be displaced from the team, and secondly the inevitable "us vs. them" that results from throwing a foreigner into the mix. The arrival of the 27-year-old British rider was greeted much the same as motocrosser Jean-Michel Bayle at the turn of the decade, namely, "How can we let one of them beat us in our own backyard, even if he is a multi-time World Champion?"

Looking first at the controversy surrounding Randy Hawkins being let go from the Suzuki team, that was indeed a sad decision, a sad day and sad ensuing months. I can't say that Edmondson's win was a good thing without giving equal time and adding that Hawkins being terminated after an impeccable tenure at U.S. Suzuki was one of the worst possible things to happen to the sport of off-road racing in America. Hawkins was released while holding the National Enduro Series number-one plate, a goal that he had attained five previous times. He is also a premier ISDE rider for the United States and gets untold amounts of great press worldwide because he is not only an incredible rider but likable in every respect. I can only imagine that Hawkins was Suzuki of Japan's favored off-road son because he and Scott Summers are worshipped by the Japanese public and frequent the pages of prominent off-road publications in Asia.

But sometimes things are not viewed the same way in America's corporate boardrooms as they are at the 9-mile marker when you're knee deep in mud and cheering on your favorite rider. Luckily for both Hawkins and the race-viewing public, Cycle Gear and Yamaha did not let the free agent sit by the phone for long before setting him up with the tools he needed to pursue another title or two. In return, he has rewarded them with some excellent results while adapting to his new ride. He has made the best possible results of a bad situation. I guess that is truly the mark of a champion, isn't it?

Paul Edmondson is also a champion and is here to do a job that he was hired to do, regardless of the circumstances surrounding his appointment. Going into Loretta Lynn's, round four of the Grand National Cross Country Series, spectators had seen him bonk out of a race twice and finish a distant fourth at the other event. There was no reason for the uneducated spectator to consider him a threat, though the knowledgeable could see brilliance in his riding style.

I've known KTM's Scott Plessinger for some time, and when the race became a battle between him and Edmondson, I imagined that Plessinger would pull out the win. He is familiar with Loretta Lynn's, having ridden there many years, is a two-time GNCC Champion and looked and sounded particularly strong when spoken to prior to the event. His rival, on the other hand, decided to forego the pre-race autograph session and was off on his own while the series regulars went about their typical pre-race routine.

As you might know by now, the finishing order was Edmondson, Plessinger and Summers. No one gave any quarter or asked for any, and the masses of Summers and Plessinger fans were nearly silent when "the foreigner" accepted the overall trophy. What happened is what made the event truly great, "one of the best possible things to happen to off-road racing," like I stated earlier.

Three champions shared the podium, and while many may have chosen to view the racing situation as "us being beaten by them," the men who had just gotten off their motorcycles viewed it as "the best man had won on this day." After three hours of racing, the trio was interviewed while still covered with mud, dust and sweat, and they hadn't a care about where anyone was from, or whether their accent was deep south or cockney.

Scott Summers pointed out, almost with a smile (that only five-time GNCC National Champions will allow themselves) that "I've got to take my hat off to Paul Edmondson... To all those people who said that he couldn't win a GNCC - well, they were wrong."

And when the crowd disbanded, Edmondson and Plessinger were left at the podium, talking to each other about the day's race. Similar in size, stature and easygoing temperament, the two conversed as if they had done so many times, and a few people remained to see just what this "new guy" might be about. What they saw was two married men who race motorcycles for a living, one expecting his first child and another whose two children were awaiting him back at the motorhome for the drive home.

The conjecture and folly surrounding Edmondson's ability to cope with this new form of racing (to him) has now been silenced, and everyone can get back to the task at hand - going for the championship.

Four winners in four races now that's a great thing for the sport. CN

LOOKING BACK...

30 YEARS AGO...
MAY 4, 1967

Norton's **Buddy Parriott** won the 500cc and 500cc/Open GP main events at an AFM National Road Race at Stardust Raceway in Las Vegas, Nevada. **Dale Alexander** won the Open class, **Ron Grant** won the Production class, **Art Bauman** won the 350cc and 250cc GP classes, **Fred Muhlberg** won the 175cc class, **Steve McLaughlin** won the 125cc and 100-175cc GP classes and **Ron Grant** won the 100cc class...Husky's **J.N. Roberts** won the Foothill Hawks Desert Chase in California City, California. Greeves-mounted **Gary Conrad** took second overall and first 250cc Expert and Triumph-mounted **Dick Dean** finished third overall and first Open Expert. **Tom Fee** won the Trail-bike class on a Hodaka...BSA's **Don Vesco** took the Open class win at the Carlsbad Road Races in Carlsbad, California, over Triumph-mounted **Dusty Coppage** and **Swede Savage** on Honda in second and third, respectively. Yamaha-mounted **John Hately** won the 50cc Grand Prix class.

20 YEARS AGO...
APRIL 27, 1977

Can Am's Jimmy Ellis won the 250cc National Motocross in Lebanon, Tennessee. Team Suzuki's **Tony DiStefano** took second and Team Yamaha's **Bob Hannah** finished third. Kawasaki-mounted **Terry Clark** won the 500cc Support class, followed by Husky-mounted **Arlo Englund** and **James Smith** on a Penton...*CN* spoke with road racer **Terry Clark**, who had crashed at the Daytona 200 while doing 170 mph, breaking his left ankle...Team Harley Davidson's **Bruce Ogilvie** shot his orange 250cc into the lead at the Rovers MC AMA District 37 Boner Run Hare and Hound in Lucerne, California, and was never headed en route to the win... **Tom Kelly** took his KTM 250 to the win in the DRA Greasewood Derby in California City, California. **Mike Johnston** finished second on a KTM 400 and **Doug Winchell** brought his Yamaha 250 in for third-place honors.

10 YEARS AGO...
APRIL 29, 1987

Mini-star **Jeff Emig** was on the cover of *CN* as he raced to victory at the NMA World Minis in Henderson, Nevada, capturing wins in the 83cc Stock Expert (12+) class and the Supermini class. **Ezra Lusk** won the Junior Cycle Modified 9- to 11-year-old class, the 83cc Modified 9- to 11-year-old class and the 105cc Modified 9- to 11-year-old class, **Brian Swink** won the 83cc Modified Expert (12+) class and **Kyle Lewis** won the 125cc Stock and Modified classes...Ducati-mounted **Geoff McCarthy** won the La Carrera Classic II Road Race in San Felipe, Mexico. **Duanne Summers** finished second on a Ducati and **Jim Roche** took third place on a BMW...**Kevin Hines** guided his KTM 350 to the overall victory by a slim margin at the Fool's Gold AMA National Enduro in Georgetown, Georgia. Hines' performance edged out Husky pilots **Dave Bertram** and **Jeff Irwin** by one point to win the 103-mile contest. Kayo Racing's **Kevin Rentzell** and **Ron Ewerth** took their Yamaha to the win in the WERA National Endurance Series race in Clermont, Indiana. CN

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